

LAND USE APPLICATION SUMMARY

Property Location: 2841 Hennepin Ave
Project Name: 2841 Hennepin Apartments
Prepared By: Mei-Ling Smith, Senior City Planner, (612) 673-5342
Applicant: Bryan Farquhar, Trilogy
Project Contact: Gretchen Camp, ESG Architecture & Design
Request: To construct a new seven-story, mixed-use building with 144 dwelling units and 2,800 sq. ft. of commercial space.

Dwelling Units	144 dwelling units
Non-Residential Uses	Commercial: 2,800 sq. ft.

Required Applications:

Conditional Use Permit	To increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 8 stories/95 feet, 5 inches.
Variance	To increase the maximum floor area ratio from 3.375 to 4.05.
Variance	Of the PO Pedestrian Oriented Overlay District standards to allow the building to be placed more than 8 feet from the front property line adjacent to Girard Ave S.
Variance	To reduce the minimum front yard requirement along Hennepin Ave.
Variance	To reduce the minimum front yard requirement along Girard Ave S.
Variance	To reduce the minimum interior side yard requirement along the north property line adjacent to the alley.
Variance	To reduce the minimum interior side yard requirement along the south property line.
Site Plan Review	For a seven-story mixed-use building with 143 dwelling units and 2,800 square feet of commercial space.
Vacation	Of a portion of the adjacent alley
Vacation	Of the existing utility easement

SITE DATA

Legal Description	Lots 4, 5, 6, 7, 8 and 9, Block 9, Windom's Addition to Minneapolis, excluding the West 11 feet of Lots 7, 8 and 9 conveyed to the City of Minneapolis (and devoted to Hennepin Avenue), including the entirety of the vacated alley lying South of the Westerly extension of the South line of the North 26 feet of said Lot 4, Hennepin County, Minnesota.
--------------------------	--

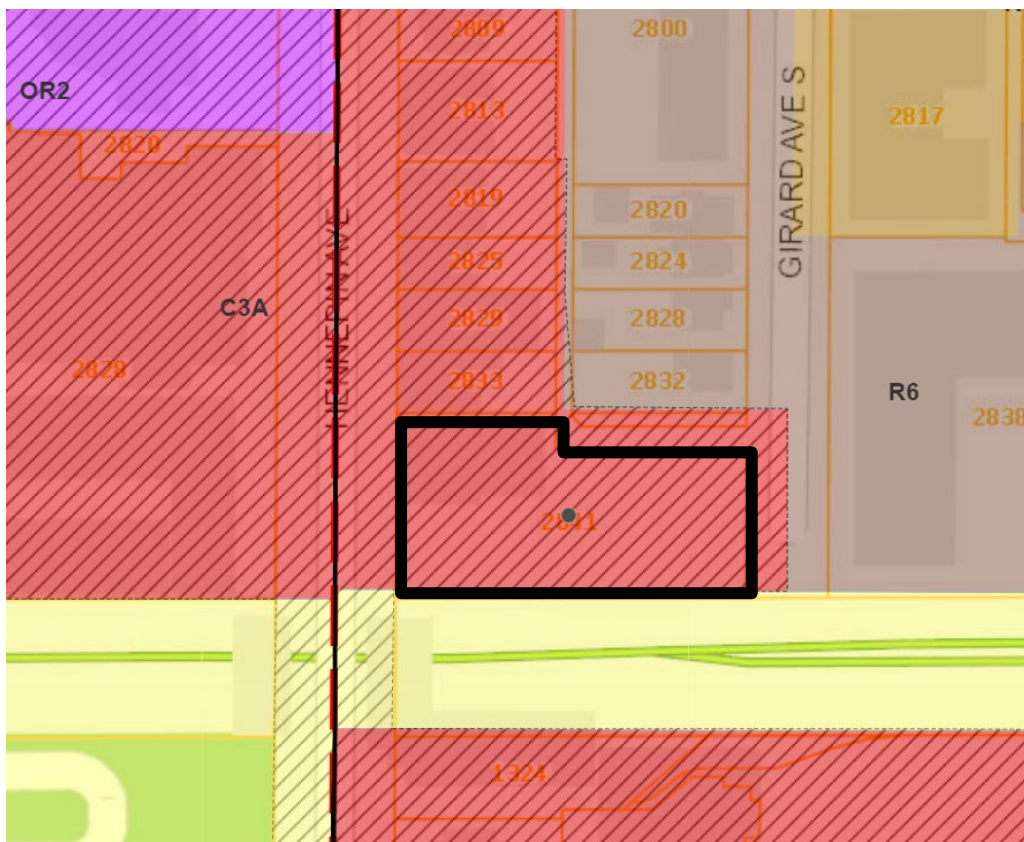
Date Application Deemed Complete	October 6, 2020	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	December 5, 2020	End of 120-Day Decision Period	Not applicable

	Being Abstract Land.
Existing Zoning	C3A Community Activity Center District PO Pedestrian Oriented Overlay District – Hennepin, Lyndale, Lagoon, and Lake area
Lot Area	32,041 sq. ft. / 0.74 acres excluding alley easement 34,102 sq. ft. / 0.78 acres including alley easement
Ward(s)	10; adjacent to Ward 7
Neighborhood(s)	Lowry Hill East Neighborhood Association; adjacent to East Isles Residents Association
Future Land Use	Community Mixed Use
Goods and Services Corridor	Hennepin Ave
Built Form	Transit 10

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject site is located between Hennepin Avenue and Girard Ave S, and fronts the Midtown Greenway and the Hennepin Ave/Uptown Transit Station directly to the south. There is an L-shaped alley running along a portion of the north side of the site. The site currently contains a one-story restaurant building and surface parking lot.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding area contains a wide range of commercial uses and residential densities.



PROJECT DESCRIPTION. The project would consist of a seven-story building with 143 dwelling units and two retail storefronts along Hennepin Ave totaling 2,800 square feet in commercial space. Nine of the units would be one-bedroom walk-ups located along the Greenway frontage as well as the Girard Ave frontage. The applicant is proposing a publicly accessible promenade along the Greenway frontage/south property line.

The applicant is proposing 104 below-grade parking spaces and three enclosed, at-grade parking spaces accessed from the alley. The main exterior materials proposed are brick, metal panel, thick fiber cement panel (woodgrain multicolor Nichiha), and concrete masonry units.

Since sending out the public hearing notice, staff has determined that the variances to reduce the yard requirements are not needed, and these applications may be returned.

PUBLIC COMMENTS. Staff has received a letter of support from the Lowry Hill East Neighborhood Association (LHENA), as well as other comments. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 8 stories/95 feet, 5 inches, based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

The maximum allowed height of a building in the C3A district is 4 stories or 56 feet, whichever is less. The subject site is a through lot with two street frontages. The building height is measured toward the frontage with the lowest grade (Girard Ave S) to the top of the parapet, which angles up toward Hennepin and ranges in height from between 2 feet, 7 inches and 8 feet, 2 inches. While the building height as measured to the roof deck is 86 feet, 8 inches, the overall height of the building per the zoning code definition is 95 feet, 5 inches, which accounts for the taller parapet on the Hennepin Ave side.

Height, in general, has no impact on public health or safety. The establishment of an eight-story building that is 39 feet, 5 inches above the permitted height in the C3A district should not prove detrimental to the public health, safety, comfort or general welfare, provided the development complies with all applicable building codes, life safety ordinances, and Public Works Department standards.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

CPED finds that increasing the height of the building would not be injurious to the use and enjoyment of other property in the vicinity and would not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district. The neighboring properties to the northwest, west, and south are commercial uses (including Mozaic), and the properties to the northeast and east (including Flux) are high-density residential uses. The development would replace a one-story building and surface parking lot and would bring activity to both the west and east street frontages while connecting the publicly accessible promenade along the south/Greenway side. All parking would be accessed from the adjacent alley to the north. The building has been designed to enhance pedestrian-scale activity and improve upon existing conditions on the site and in the public realm.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*

Increasing the height of the proposed building will not have an impact on utilities, access roads, or drainage. The applicant will be required to complete the Preliminary Development Review process prior to obtaining building permits.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.*

All traffic would access the site via the adjacent alley to the north. The applicant is planning to remove the existing curb cut off of Hennepin Ave, and the development would complete the link in the promenade along the Greenway east of Hennepin Ave. The applicant is proposing 236 bicycle parking spaces throughout the development, which greatly exceeds the minimum bicycle parking requirements for the 144 dwelling units and commercial spaces. The development meets the minimum vehicle parking and loading requirements, as well. The applicant has submitted a draft Travel Demand Management Plan, which demonstrates that there are no significant impacts in traffic conditions within the study area due to the additional site traffic.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

The site is located in the Transit 10 built form category, which calls for building heights between two and ten stories. The eight-story building would be consistent with the Built Form guidance for the site, as well as with the following policies of Minneapolis 2040 (2020):

Future Land Use	Guidance	Staff Comment
Community Mixed Use	Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.	The project is a large-scale mixed-use development with commercial fronting on Hennepin Ave. Active uses are required at the street level. The two small retail spaces make up 13 percent of the overall first floor gross floor area. The development meets the future land use guidance for the Community Mixed Use category.
Goods and Services Corridor	Guidance	Staff Comment
Hennepin Ave	Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be	The applicant is proposing two retail spaces facing Hennepin Ave totaling 2,867 square feet, which is consistent with the comprehensive plan guidance for Goods and Services Corridors.

	considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.	
Built Form Guidance	Guidance	Staff Comment
Transit 10	New and remodeled buildings in the Transit 10 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 10 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 10 district. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.	The 7-story project requires a CUP to exceed 4 stories in the C3A district, but is consistent with the Built Form guidance which calls for building heights between two and ten stories.

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.

Policy 4. Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.

- a. Allow commercial uses where they currently exist throughout the city.
- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

- a. Allow and encourage a variety of architectural styles.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- d. Require that the appearance and materials of the rear and side walls of new buildings are similar to and compatible with the front of the building.
- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- i. Regulate the height and bulk of buildings as represented on the built form map.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- c. Require windows and window treatments on buildings that allow clear views into and out of the building.
- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- n. Below grade parking is encouraged.
- o. Require above-grade parking structures to be designed with active uses along the street walls and with sufficient clearance and floor grades on all levels to allow adaptive reuse in the future.
- x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
- y. Encourage building designs that reflect the unique site and context where they lie within the city.

Policy 8. Public Safety Through Environmental Design: Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm, including open spaces and parks, on publicly-owned and private land.

- a. Integrate “eyes on the street” concepts into building design through the use of windows to foster safer and more successful areas throughout the city.
- b. Orient new development to the street, or other public ways, to foster safe neighborhoods.
- c. Design the site, lighting, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- d. Provide on-site, non-glare producing lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating excessive lighting of the site.
- e. Locate landscaping, sidewalks, lighting, fencing, and building features to clearly guide pedestrian movement on or through the site and to provide clear delineation between public and private spaces.
- g. Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.

Policy 9. Open Spaces in New Development: Create new open spaces and plazas in conjunction with new development.

- d. Encourage design of open spaces and plazas that are interconnected across developments, facilitate public access to, movement along, and views of public amenities such as parks, trails, and historic and natural features.

Policy 10. Street Grid: Restore and maintain the traditional street and sidewalk grid.

- a. Explore options to restore the street grid or add new streets and sidewalks to larger blocks or tracts of land as part of new development or redevelopment.

Policy 13. Landscaping: Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.

- g. Encourage boulevard landscaping and improvements, in accordance with applicable City policies and regulations.
- h. Increase use of green infrastructure to enhance the attractiveness of the public realm and positively impact storm water management.

Policy 80. Development Near METRO Stations: Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

- a. Allow and encourage a dense mix of housing, employment, and commercial goods and services near METRO stations.
- d. Ensure that METRO stations are accessible via sidewalks and bicycle facilities including to those with mobility challenges.
- e. Identify and implement strategic investments to increase connectivity and support development.
- f. Break up large blocks into small, walkable blocks.
- g. Orient buildings to the sidewalk.
- h. Focus active uses on the ground floor of buildings along main pedestrian routes leading to and facing METRO stations.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If the requested land use applications are approved, the proposal will comply with all provisions of the C3A and PO Districts.

Additional Standards to Increase Maximum Height

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

1. *Access to light and air of surrounding properties.*

The development addresses light and air of surrounding properties by varying the height, massing, and building setbacks of the structure on the site. There is public right-of-way separating the site from the residential uses to the east, and there would be an alley easement located between the proposed building and the residential uses on the north side of the existing alley, which is proposed to be vacated. The building complies with all applicable minimum yard requirements along the north and south property lines adjacent to residential uses and districts, including the Greenway trench. The applicant has designed the building with a greater setback along the east side of the site in order to concentrate the building footprint along Hennepin Ave, a Goods and Services Corridor. Increasing the height of the proposed development should not impede access to the light and air that the surrounding properties receive.

2. *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

The applicant has submitted a shadowing study that demonstrates the proposed development's impacts on nearby properties during the winter solstice, summer solstice, and spring equinox at different times of day. The shadowing study submitted by the applicant suggests that there would be some shadowing impacts on

the residential uses to the northwest during the morning hours of the winter solstice and on the residential uses to the northeast during the afternoon of the winter solstice. The direction and intensity of the shadowing varies throughout the day and there would be very few shadowing impacts at other times of day or in other seasons throughout the year.

The nearest known solar energy system is located 547 feet to the northwest of the site. The proposed building that is 95 feet, 5 inches tall would not affect the functionality of this system given its location and height.

3. *The scale and character of surrounding uses.*

The eight-story building would be consistent with the character of other residential uses along the Midtown Greenway and in the greater area. The building would be shorter than the mixed-use office building directly to the south, and similar in scale to other nearby constructed and approved high-density residential buildings. The development would bring substantial pedestrian-scale and public realm improvements to both street frontages.

4. *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The proposed development will not block views of landmark buildings, significant open spaces, or bodies of water.

VARIANCE – FLOOR AREA RATIO

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum floor area ratio from 3.375 to 4.05, based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The maximum floor area ratio (FAR) for multi-family dwellings before density bonuses in the C3A District is 2.7. This project qualifies for one 25 percent density bonuses for enclosed parking (0.675). Therefore, the maximum allowed FAR of the project is 3.375. The proposed project includes 138,204 square feet of gross floor area on a site that is 34,102 square feet in area, which equals a floor area ratio of 4.05. A variance is requested to increase the maximum floor area ratio from 3.375 (115,094 square feet) to 4.05 (138,204 square feet), for a difference in 23,110 square feet of gross floor area.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The site is located along a Goods and Services Corridor (Hennepin Ave) and adjacent to the Hennepin Ave & Uptown Bus Station and several transit lines, including the 6 high-frequency bus route. It is also adjacent to the Midtown Greenway and other bicycle facilities. The site is located in the Hennepin, Lyndale, Lagoon, and Lake area of the PO Pedestrian Oriented Overlay district, which requires a minimum floor area of 1.0, encourages high-quality building and site design, and does not require front yard building setbacks. In addition, the site is covered by the Transit 10 Built Form guidance in *Minneapolis 2040* (2020), which calls for building heights between two and ten stories. The comprehensive plan policy recommendations that support high-density multifamily housing development on this site and along this corridor contribute to unique circumstances that have not been created by the applicant.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The purpose of the maximum floor area ratio is to measure the scale and intensity of the site being developed. The request to increase the FAR from 3.375 to 4.05 is reasonable. Although the building would exceed the floor area ratio maximum, the applicant has taken measures to reduce the building's impact by varying the

massing and building setbacks of the structure on the site. The project qualifies for one density bonus for enclosing all required parking, but does not qualify for the mixed-use commercial-residential density bonus, also worth 25 percent or 0.675, which would otherwise allow for a total FAR of 4.05, which is equivalent to the requested variance. The project currently provides approximately 13 percent of the ground floor area to commercial space as opposed to 50 percent, which would be needed to qualify for the additional density bonus. The applicant is proposing two small retail spaces and the residential lobby along Hennepin Ave while also accommodating yard requirements and including a new, publicly accessible promenade between the building and south property line. The location and scale of the commercial uses are appropriate given the layout and context of the property. In addition, the site is covered by the Transit 10 Built Form guidance in *Minneapolis 2040* (2020), which calls for building heights between two and ten stories. Given these factors, the applicant is proposing a floor area ratio that utilizes the property in a reasonable manner and which is in keeping with the spirit and intent of the ordinance and the comprehensive plan.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

Granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The bulk and height of recently constructed buildings in the area would be similar to that of the proposed project, including Mozaic, Flux, and 1300 West Lake Street. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

VARIANCE – PO OVERLAY DISTRICT

The Department of Community Planning and Economic Development has analyzed the application for a variance of the PO Pedestrian Oriented Overlay District standards to allow the building to be placed more than 8 feet from the front property line adjacent to Girard Ave S, based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The requirement that the first floor of a building shall be placed not more than eight (8) feet from a front or corner side lot line is intended to reinforce the street wall, maximize natural surveillance and visibility, facilitate pedestrian access and circulation, and encourage the pedestrian character and street life in the PO Pedestrian Oriented Overlay District. The property is unique in that it has an unusual shape and is a through-lot that fronts both a commercial corridor and a residential street. The first floor of the building is within eight feet of the front lot line adjacent to Hennepin Ave, which is a Goods and Services Corridor and which abuts a bus station. It is also adjacent to the Midtown Greenway. The first floor of the building along Girard Ave S is approximately 13 feet from the front lot line adjacent to Girard Ave S, which exceeds the eight foot maximum by five feet. Practical difficulties exist due to circumstances unique to the site, as the applicant is trying to match the character of two street frontages, one of which has a distinctly residential character.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The proposed building placement is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses. The existing site contains a one-story building, with frontage along Hennepin Ave, and a surface

parking lot. The proposed development would bring the property into greater compliance with the PO standards in terms of building placement along Girard Ave S. The proposed building would exceed the maximum first floor distance from a front property line by five feet along Girard Ave S. The building placement allows for additional light and air toward the residential properties to the east, provides for usable outdoor space for the proposed walk-up units along Girard Ave S, and fits the residential character along Girard Ave S.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

The proposed variance of the PO standards would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity, nor would they be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required findings and applicable standards in the site plan review chapter:

Applicable Standards of Chapter 530, Site Plan Review

BUILDING PLACEMENT AND DESIGN

Building placement – Requires variance(s) and alternative compliance

- The first floor of the building is located approximately 12 feet from the front property line adjacent to Girard Ave S, which exceeds the eight-foot maximum in the PO district as well as in Chapter 530. This requires a variance and alternative compliance.

Principal entrances – Meets requirements

- The proposed project would comply with the principal entrances standards.

Visual interest – Requires alternative compliance

- There are three blank walls exceeding 25 feet in length on the north elevation (30 feet, 36 feet, and 64 feet). Alternative compliance is requested.

Exterior materials – Requires alternative compliance

- The applicant is proposing brick, metal panel, thick fiber cement panel (woodgrain multicolor Nichiha), and concrete masonry units for exterior materials. The project would include more than three exterior materials per elevation (excluding windows, doors, and foundation materials), and requires alternative compliance.
- Exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.

Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick	100%	12%	18%	12%	26%
Glass	100%	22%	28%	33%	23%
Fiber Cement ($\geq 5/8"$)	75%	4%	41%	31%	3%

Metal Panel	75%	51%	12%	15%	44%
CMU	50%	11%	1%	0%	4%

Windows – Meets requirements

- The proposed project would comply with the minimum window requirements.

Window Requirements for Residential Uses

Floor	Code		Proposed
1st floor (West)	20% minimum	77 sq. ft.	Exceeds 20%
2nd floor and above	10% minimum	120-134 sq. ft.	Exceeds 10%
1st floor (East)	20% minimum	177 sq. ft.	Equals 20%
2nd floor and above	10% minimum	120-134 sq. ft.	Exceeds 10%

Window Requirements for Non-Residential Uses

Floor	Code		Proposed
1st floor (West)	40% minimum	201 sq. ft.	Exceeds 40%

Ground floor active functions – Meets requirements

- The proposed project would comply with the ground floor active functions requirements.

Roof line – Meets requirements

- The principal roof line of the building is generally flat, with a slightly pitched parapet, and would be similar to that of surrounding mixed-use buildings.

Parking garages – Meets requirements

- The proposed parking garage complies with the minimum ground floor active functions requirements.

ACCESS AND CIRCULATION**Pedestrian access – Meets requirements**

- There would be clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.

Transit access – Not applicable

- No transit shelters are proposed as part of this development.

Vehicular access – Meets requirements

- The proposed project would comply with the vehicular access requirements.

LANDSCAPING AND SCREENING**General landscaping and screening – Meets requirements**

- The proposed project would comply with the general landscaping and screening requirements.

Landscaping and Screening Requirements

Requirement	Required	Proposed
Lot Area	--	34,102 sq. ft.
Building Footprint	--	23,410 sq. ft.
Area Not Covered by Buildings	--	10,692 sq. ft.
Landscaped Area	2,138 sq. ft.	3,550 sq. ft.
Canopy Trees (1:500 sq. ft.)	5 trees	11 trees
Shrubs (1:100 sq. ft.)	22 shrubs	237 shrubs

Parking and loading landscaping and screening – Meets requirements

- The site contains an on-site loading area between the building and the commercial property to the north. The applicant is proposing a privacy fence and landscaped area between the loading area and the shared property line.

Additional landscaping requirements – Meets requirements

- The project appears to comply with the additional landscaping requirements in sections 530.180, 530.190, 530.200, and 530.210 of the zoning code.

ADDITIONAL STANDARDS**Concrete curbs and wheel stops – Not applicable**

- There are no surface parking spaces proposed on the site.

Site context – Meets requirements

- The site located directly to the north of the Midtown Greenway. According to the shadow study submitted by the applicant, the proposed building is not expected to have significant shadowing impacts on the Greenway, as discussed in more detail in the conditional use permit analysis findings.

Crime prevention through environmental design – Meets requirements with Conditions of Approval

- The proposed project would comply with crime prevention through environmental design (CPTED) standards.
- The photometric plan submitted by the applicant does not show lights along the Hennepin Ave entrances. With the recommended conditions, the project would provide lighting on site, at all building entrances, and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.

Historic preservation – Not applicable

- This site is neither historically designated or located in a designated historic district, nor has it been determined to be eligible for designation.

Applicable Regulations of the Zoning Ordinance

The proposed mixed-use building is permitted in the C3A District.

Off-street Parking and Loading – Meets requirements

- The proposed project complies with the applicable vehicle parking, bicycle parking, and loading requirements.

Vehicle Parking Requirements Per Use (Chapter 541)

Use	Minimum	Reductions	Minimum	Maximum	Proposed
General Retail Sales and Services (2,800 sf)	0	--	0	10	99 (not including 8 tandem)
Residential Dwellings (144)	144	Transit Incentives (72)	72	--	--
	144	72	72	10 retail	99

Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
General Retail Sales and Services	3	Not less than 50% (2)	--	12
Residential Dwellings	72	--	Not less than 90% (65)	224
	75	2 short-term	65 long-term	236

Loading Requirements (Chapter 541)

Use	Loading Requirement	Loading Spaces	Proposed
General Retail Sales and Services	Low	0	0
Residential Dwellings	None	1 small	1 small

Building Bulk and Height – Requires conditional use permit and variance

- The proposed project requires a conditional use permit to increase height and a variance of the maximum floor area ratio requirements.

Building Bulk and Height Requirements

Requirement	Code	Bonuses	Total	Proposed
Lot Area	--	--	--	34,102 sq. ft. / 0.78 acres including alley easement
Gross Floor Area	--	--	--	138,204 sq. ft.
Min. Floor Area Ratio	1.0	--	1.0	4.05
Max. Floor Area Ratio	2.7	+ 0.675 for enclosed parking (25%)	3.375	
Max. Building Height	4 stories or 56 feet,	--	4 stories or 56 feet,	8 stories / 95 ft., 5 in.

	whichever is less		whichever is less	
--	----------------------	--	----------------------	--

Lot and Residential Unit Requirements – Meets requirements with Conditions of Approval

- The proposed project would meet the applicable lot and residential unit requirements.
- The application is subject to Inclusionary Zoning per section 535.90(a) of the zoning code.

Lot and Residential Unit Requirements Summary

Requirement	Code	Proposed
Lot Area	5,000 sq. ft. min.	34,102 sq. ft.
Lot Width	40 ft. min.	135 ft.
Impervious Surface Area	No max.	79%
Lot Coverage	No max.	67%
Dwelling Units (DU)	--	144 DUs
Net Residential Area	--	101, 827 sq. ft.

Yard Requirements – Meets requirements

- The project meets the applicable side yard requirements along the north and south portions of the site that are adjacent to residential districts.

Minimum Yard Requirements

Setback	Zoning District	Proposed
Interior Side (North)	17 ft. for easternmost 130 ft. (along residential)	25.5 ft. for the building wall 20 ft. for the balconies
Interior Side (South)	17 ft.	17 ft. or greater

Signs – Meets requirements with Conditions of Approval

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.

Screening of Mechanical Equipment – Meets requirements

- Mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements. There are transformers located between the building and the north property line, screened by a privacy fence and by the building itself.

Refuse Screening – Meets requirements

- Refuse and recycling storage containers are subject to the screening requirements in Chapter 535.
- All refuse and recycling storage containers are located within the building.

Lighting – Meets requirements

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code.
- The project is consistent with the applicable lighting requirements.

Fences – Meets requirements

- Fences must comply with the requirements in Chapter 535. The proposed fencing meets the applicable standards.

Specific Development Standards – Not applicable**PO Pedestrian Oriented Overlay District Standards – Requires variance(s)**

- As described above, the proposal requires a variance of the PO Overlay District standards to allow the first floor of the building to be placed more than 8 feet from the front lot line along Girard Ave S.
- With the recommended conditions, the development will comply with this provision: “Buildings shall contain pedestrian scaled exterior lighting on all street-facing elevations. Said lighting shall be mounted on the first story, evenly spaced and directed in a manner that illuminates the ground plane.”

Applicable Policies of the Comprehensive Plan

The proposed use would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020), as described in finding #5 of the conditional use permit analysis.

Alternative Compliance

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that the project meets one of three criteria required for alternative compliance. Alternative compliance is requested for the following requirements:

Standard	Description	Staff Recommendation
Building placement	The first floor of the building is located approximately 12 feet from the front property line adjacent to Girard Ave S, which exceeds the eight-foot maximum in the PO district as well as in Chapter 530.	Staff is <u>recommending granting alternative compliance</u> , as consistent with the recommendation to grant the variance for the same standard.
Blank walls	There are three blank walls exceeding 25 feet in length on the north elevation (30 feet, 36 feet, and 64 feet).	The blank walls would be on the alley side of the building and would not be visible from the public street. <u>Staff recommends granting alternative compliance.</u>
Number of Exterior Materials	The applicant is proposing brick, metal panel (four colors, including woodgrain-colored aluminum siding), and concrete masonry units. The project would include more than three exterior materials per elevation (excluding windows, doors, and foundation materials), and requires alternative compliance.	The exterior materials that are proposed exceed the city’s durability standards and relate to the building’s varied massing. The proposed number of building materials are consistent with the intent of the site plan review standards. <u>Staff recommends granting alternative compliance.</u>

VACATION 1747

The applicant is proposing to vacate the 16 to 26-foot-wide alley and alley easement adjacent to the north side of the subject site. The applicant has stated that the vacation is necessary for the redevelopment of the site and to reconfigure the turning movements within the alley.

The area to be vacated is legally described as follows:

Vacate that part of the following described Alley Easement lying southerly of Line "A":

North-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying north of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis and lying south of the westerly extension of the north line of Lot 4, Block 9, Windom's Addition to Minneapolis.

Together with:

Alley easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

AND

Vacate that part of the following described Alley Easement lying southerly of Line "A":

Alley Easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 33.76 feet, more or less, to the west line of said Lot 4 and there terminating.

RESPONSES FROM UTILITIES AND AFFECTED PROPERTY OWNERS. Minneapolis Public Works has reviewed the vacation petition and recommends approval of the vacation requests. The City of Minneapolis has requested an alley easement in the vicinity of the current alley location.

FINDINGS. The Department of Public Works and the Department of Community Planning and Economic Development find that the area proposed for vacation is not needed for any public purpose, and it is not part of a public transportation corridor, and that they can be vacated if the easement requested above is granted by the petitioner.

VACATION 1748

The development also includes a vacation request of a 12-foot-wide utility easement that is no longer used and which is located in the middle of the site.

The area to be vacated is legally described as follows:

Vacate utility easement right and authority as set forth in City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of north-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying south of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis.

Vacate utility easement right and authority as set forth in Easement Deed dated September 21, 1954, filed October 21, 1954, in Book 2018 of Deeds, page 170, as Document No. 2904848 as amended by City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of the north 20 feet of the west 40 and the north 12 feet, granted for public alley easement lying east of the west 40 feet of Lot 5, Block 9, Windom's Addition to Minneapolis.

RESPONSES FROM UTILITIES AND AFFECTED PROPERTY OWNERS. Minneapolis Public Works has reviewed the vacation petition and recommends approval of the vacation requests.

FINDINGS. The Department of Public Works and the Department of Community Planning and Economic Development find that the area proposed for vacation is not needed for any public purpose, and it is not part of a public transportation corridor, and that they can be vacated.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Gretchen Camp, ESG Architecture & Design, on behalf of Bryan Farquhar, Trilogy, for the property located at 2841 Hennepin Ave, subject to the retention of easements by the City of Minneapolis:

A. Conditional Use Permit.

Recommended motion: **Approve** the conditional use permit to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 8 stories/95 feet, 5 inches, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

B. Variance to increase the maximum floor area ratio.

Recommended motion: **Approve** the variance to increase the maximum floor area ratio from 3.375 to 4.05.

C. Variance of the PO Pedestrian Oriented Overlay District standards.

Recommended motion: **Approve** the variance of the PO Pedestrian Oriented Overlay District standards to allow the building to be placed more than 8 feet from the front property line adjacent to Girard Ave S.

D. Variance to reduce the minimum front yard requirement.

Recommended motion: **Return** the variance to reduce the minimum front yard requirement along Hennepin Ave.

E. Variance to reduce the minimum front yard requirement.

Recommended motion: **Return** the variance to reduce the minimum front yard requirement along Girard Ave S.

F. Variance to reduce the minimum interior side yard requirement.

Recommended motion: **Return** the variance to reduce the minimum interior side yard requirement along the north property line adjacent to the alley.

G. Variance to reduce the minimum interior side yard requirement.

Recommended motion: **Return** the variance to reduce the minimum interior side yard requirement along the south property line.

H. Site Plan Review.

Recommended motion: **Approve** the site plan review for a seven-story mixed-use building with 143 dwelling units and 2,800 square feet of commercial space, subject to the following conditions:

1. All site improvements shall be completed by November 2, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. All final site plan approvals subject to conditions of inclusionary housing shall be filed with the Office of the Hennepin County Recorder or Registrar of Titles and evidence of proper filing shall be submitted to the zoning administrator prior to the issuance of any building permits.
3. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
4. All signs shall comply with Chapter 543 of the zoning code. All signage requires a separate permit from CPED.
5. Buildings shall contain pedestrian scaled exterior lighting on all street-facing elevations. Said lighting shall be mounted on the first story, evenly spaced and directed in a manner that illuminates the ground plane. Lighting shall be provided at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.
6. The applicant shall obtain all necessary encroachment permits for work proposed in the adjacent public right-of-way.

I. Vacation.

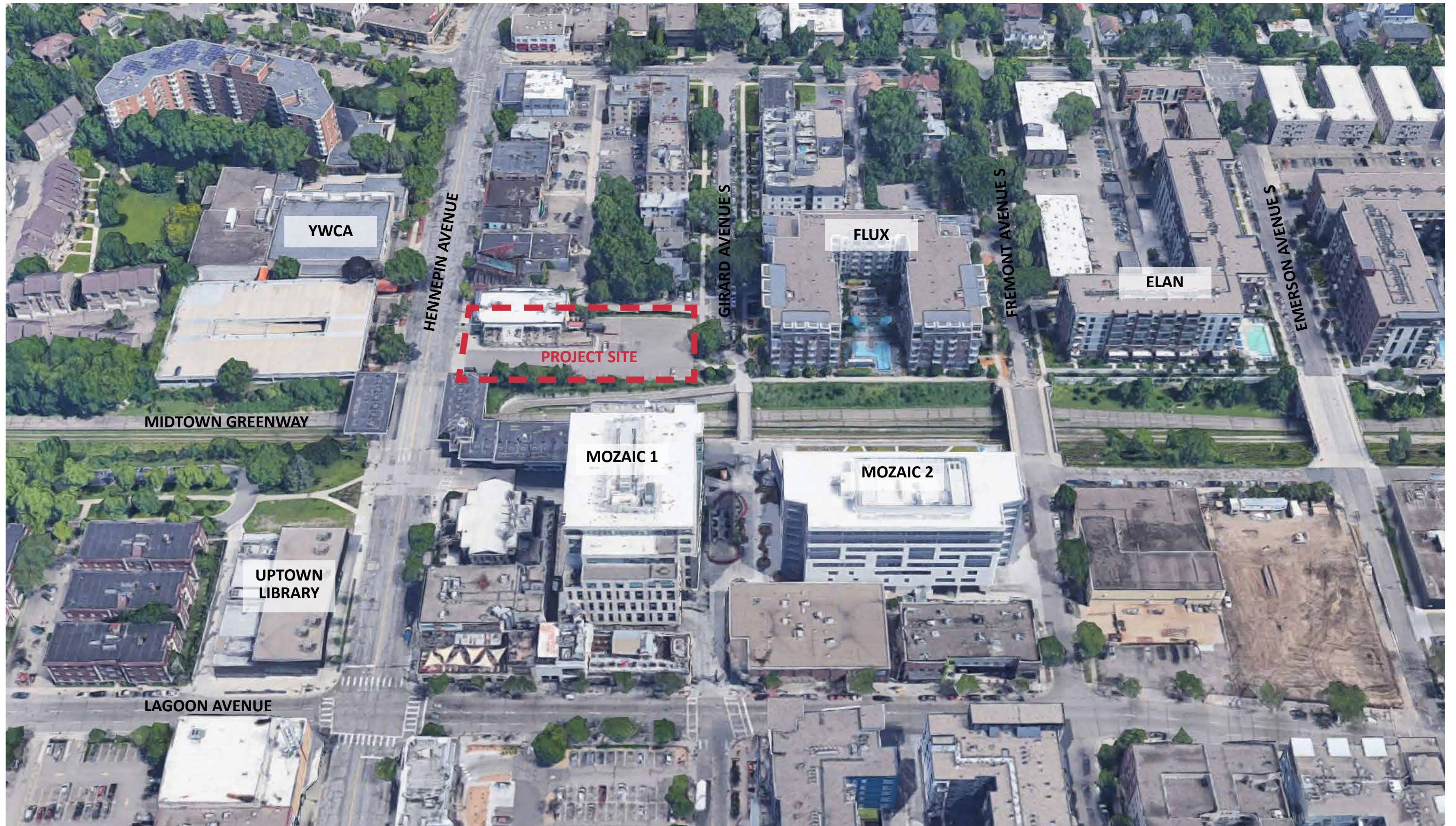
Recommended motion: **Approve** the vacation of a portion of the adjacent alley to the north.

J. Vacation.

Recommended motion: **Approve** the vacation of the existing utility easement at 2841 Hennepin Ave.

ATTACHMENTS

1. Oblique aerial photo
2. Written description and findings submitted by applicant
3. Survey
4. Site plan
5. Plans
6. Building elevations
7. Renderings
8. Shadow study
9. Photos
10. Travel Demand Management Plan
 1. Maps of areas to be vacated
 2. Public Works letters
 3. Letter from utilities
 4. Draft resolutions
 5. Letter from the Lowry Hill East Neighborhood Association
 6. Public comments



July 24, 2020

2841 Hennepin Avenue – Project Narrative

Project Overview

The proposed redevelopment, located along Hennepin Avenue at the Midtown Greenway in Uptown, will replace an existing 1-story vacant restaurant building and surface parking lot with a new mixed-use project that includes residential units and retail space. The project will include 145 rental dwelling units and roughly 2,700 square feet of retail that fronts Hennepin Avenue. The site is currently zoned C3A (Community Activity Center) on the Hennepin Avenue commercial corridor. The Minneapolis 2040 Plan has guided the site as Transit 10 and Community Mixed Use.

Streetscape and Public Realm

The redevelopment will dramatically improve the current site conditions, and the overall quality of the building and associated site improvements will be a positive asset within the Lowry Hill East neighborhood. Adding residential and retail uses at this location naturally will activate the streetscape along the Greenway, as pedestrian traffic will increase as more people will be walking and biking to and from the site. The revitalization of the corner of Hennepin and the Greenway will create an energetic and people-friendly hub, improving the site's existing conditions.

The project provides an opportunity to “complete” the pedestrian promenade on the north side of the Midtown Greenway, providing the missing link that will connect Hennepin Avenue to Aldrich Avenue. An existing curb cut on Hennepin will be removed, allowing for all vehicular access and service/loading to be conducted off the alley. This strategy, along with keeping all residential parking enclosed within the building, will improve sidewalk conditions and street front vibrancy, thus encouraging residents of the building and also nearby neighbors to walk or bike for their shopping and recreational needs.

Building Design

The building design will be contemporary, constructed of pre-cast concrete at the first two levels, and wood frame on the upper five levels. Windows at the retail level and residential level will be expansive, allowing plenty of daylight into the retail spaces and dwelling units. Exterior materials are proposed to consist primarily of brick, profile metal panel, woodgrain aluminum siding and glass. Brick and metal façade materials combined with vertical elements at walk-up unit entries both along the promenade and Girard Avenue enrich the pedestrian experience at the building's base. Changes in both massing and material use at upper levels help to break up the scale of the building to passersby.

Building exterior aesthetics are a blend of sophisticated yet restrained industrial modern style complimented with a more expressively shaped and boldly patterned massing component that provide a dynamic balance to one another. The more expressive and iconic portion of the exterior helps establish a strong and memorable gateway expression at both the entry to the pedestrian promenade and, more broadly, with the MoZaic building across the Greenway.

The exterior facades use both projecting and recessed balconies on upper floors that will allow residents to take advantage of private outdoor space. A level three amenity terrace will consist of multiple social gathering areas (both active and passive) along with a focal water feature and private terraces. On the top floor, the building includes an indoor gathering room and outdoor deck for residents to enjoy amenities and views of the lakes and the downtown skyline.

Sustainable Design Features

The project is enrolled in the XCEL Energy Design Assist (EDA) program to optimize energy design strategies. Energy efficiency with performance functionality will be aggressively deployed to achieve sustainable conservation and on-going reduction of the project's carbon footprint. Some of the "green" features of the new apartment building include the following:

- Transit-oriented development location adjacent to Uptown Transit Station
- Native and pollinator-friendly plant species — reducing irrigation needs
- Smart irrigation systems (rain/soil moistures, drip irrigation, highly efficient controllers/sprayheads)
- Connections to existing bike trails and providing internal bike storage rooms
- Erosion control measures with resource recovery during construction
- Sustainable & recycled construction materials
- Low site waste due to panelized construction
- High R-Value building envelope — roof & walls
- Tightly sealed building envelope to reduce leakage and inefficiencies
- High solar reflectance index (SRI) for the roof
- Low-E insulated glazing
- Water Sense plumbing fixtures
- Energy Star rated appliances
- LED fixtures with occupancy & daylighting control lighting
- Programmable or SMART thermostats
- Electrical vehicle charging stations within enclosed garage

Required Land Use Applications

1. Conditional use permit to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 7 stories, 87 feet
2. Variance to increase the maximum floor area ratio from 3.375 to 4.04
3. Variance of PO Pedestrian Oriented Overlay District standards to allow the building to be placed more than 8 feet from the front property line adjacent to Girard Ave S.
4. Variance to reduce the minimum required yards:
 - i. Front yard requirement along Hennepin Ave (20' for the first 25' away from the south property line)
 - ii. Front yard requirements along Girard Ave S (20' for the first 25' away from the south and north property line. The north setback is measured to the centerline of the alley)
 - iii. Interior side yard along the north property line that is adjacent to the alley (17' minimum)
 - iv. Interior side yard along the south property line (17' minimum)
5. Site plan review
6. Vacation or plat to address proposed alley reconfiguration

CONDITIONAL USE PERMIT REQUIRED FINDINGS

Conditional use permit to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 7 stories, 87 feet. The proposed conditional use permit to increase the allowed height is consistent with the required findings under § 525.340 of the Zoning Code.

1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The contemporary, high-quality building design will be an attractive addition to the built environment along Hennepin Avenue without detracting from its unique character. The building design and mix of uses will improve and activate the pedestrian realm.

The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the amended CUP will allow a transit-oriented, mixed-use development that is consistent with the goals of Minneapolis 2040. Infill development on the underutilized site will have a positive effect on the health, safety and vitality of the area. The new construction will comply with all building and site development codes.

2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property of uses permitted in the district.

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The height and associated density of the project will provide 145 housing units to help meet City goals for increasing housing options in Minneapolis along transit corridors. The proposed residential use is compatible with and will enhance the existing mixed-use character of the area. High-density, mixed-use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the Hennepin Avenue Commercial Corridor.

3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.

Adequate utilities, access, drainage and other facilities will be provided. An existing curb cut on Hennepin Avenue will be removed, and vehicular access to the enclosed parking will be provided from the alley that connects to Girard Avenue. Bike parking will be provided internal to the building for resident use, and a loading zone will be provided behind the building adjacent to the alley. The new promenade will provide the missing link for the connection of the six-block promenade to the east to Hennepin Avenue. The development team will continue to work with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements.

4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.

The site is well-situated for utilization of alternative modes of transportation due to its location immediately adjacent to the Uptown Transit Station and the Midtown Greenway – a major bike commuting corridor. The high frequency of bus service provides superior public transit connections. A Travel Demand Management Plan (TDMP) has been prepared by Kimley-Horn, and it outlines the ways in which the Project can help the City of Minneapolis achieve its goals of encouraging multi-modal travel and enhancing the local transportation system.

5) The conditional use is consistent with the applicable policies of the comprehensive plan.

The future land use for the site in the Minneapolis 2040 Plan is Community Mixed-Use. This land use category encourages large-scale mixed-use developments with commercial uses fronting on major streets. The proposed mixed-use project incorporates retail along Hennepin Avenue, walk-up residential units along the Greenway and Girard Avenue, in conformance with the 2040 future land use guidance.

The 2040 plan introduces built form districts that guide the design of new development, including with respect to height. The built form guidance for the site is Transit 10. New and remodeled buildings in the Transit 10 district should reflect a variety of building types on both moderate and large sized lots. Building heights should generally be 2 to 10 stories, and the proposed building height is 7 stories. A high-density, mixed-use building at this location will help achieve the following 2040 Plan policy goals:

Access to Housing

- Increase the supply of housing and its diversity of location and types.
- Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.

Access to Employment

- Support employment growth downtown and in places well-served by public transportation.

Access to Commercial Goods and Services

- Improve access to goods and services via walking, biking and transit.
- Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- Allow for increased housing supply within and adjacent to Commercial areas.
- Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.

Visual Quality of New Development

- Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.
- Allow and encourage a variety of architectural styles.
- Consider design approaches that encourage creative solution for transitions between varying intensities of building types and land uses.

Pedestrian-Oriented Building and Site Design

- Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings.
- Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- Coordinate with Metro Transit to ensure that the design of new buildings supports transit operations.
- Below grade parking is encouraged.
- Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors.
- Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
- Encourage building designs that reflect the unique site and context where they lie within the city.

Public Realm

- Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.
- Enhance the pedestrian environment through physical interpretation of history, public art, and placemaking.
- Encourage private investment in and maintenance of public space through City programs.

Public Safety Through Environmental Design

- Integrate “eyes on the street” concepts into building design through the use of windows to foster safer and more successful areas throughout the city.
- Orient new development to the street, or other public ways, to foster safe neighborhoods.

Landscaping

- Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.
- Encourage boulevard landscaping and improvements, in accordance with applicable City policies and regulations.

Pedestrians

- Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
- Foster vibrant public spaces for street life.
- Minimize the number of vehicle curb cuts that hinder pedestrian safety; be deliberate in the placement of drop-off zones and other curb side uses and evaluate the pedestrian benefits as a part of the decision-making process.
- Encourage sidewalk widths that reflect existing or expected volumes of pedestrian traffic, as guided in Street and Sidewalk Design Guidelines.
- As opportunities exist, encourage and design for streetscape amenities, including street furniture, street lighting, trees, and landscaping, that buffer pedestrians from street traffic and parking areas.
- Continue to make improvements to the existing sidewalk network and fill existing sidewalk gaps.

Mixed Income Housing

- Promote mixed-income development throughout the city.
- Provide a variety of price points and unit configurations that serve workforce and family needs.

Business Districts and Corridors

- Support thriving business districts and corridors that build on cultural assets and serve the needs of Minneapolis residents.
- Improve the public realm in business districts and corridors in a manner that reflects an area’s history and cultures and that invites private investment.

6) The conditional use shall in all other respects, conform to the applicable regulations of the district in which it is located.

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C3A zoning district. The proposed conditional use permit to increase the allowed height of the building to 87 ft is consistent with the required findings under § 525.340 of the Zoning Code.

Additional factors to be considered when determining the maximum height per 548.110

(1) *Access to light and air of surrounding properties.*

Public right-of-way separates the proposed development from other uses on the west, east and south. The site is separated by an alley easement on the northeast side. The building will be set back 8 feet from the property line on the north adjacent to the existing commercial use along Hennepin Avenue. On the 7th Floor, an outdoor terrace space on the northwest corner steps that portion of the building back more than 25 feet.

(2) *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

A shadow study has been submitted that shows the degree of shadowing by the project. The study evaluated shadows from the project, and other buildings in the project area, during seasonal milestones including spring equinox, summer solstice, fall equinox, and winter solstice, and at various times of day. Like other buildings in the area, the project will cast long shadows during winter months, but the effects are mitigated by the speed at which the shadow will move along the landscape. No existing solar energy systems are known to be shadowed by the project.

(3) *The scale and character of surrounding uses.*

The height is compatible with the other mid-rise residential apartments along the Midtown Greenway and within the Hennepin-Lake area. The proposed building would be shorter than the MoZaic building to the south and similar in scale to projects like Flux and Elan to the east and the recently approved YellowTree residential apartment across the alley to the north. Similar to the nearby residential uses, the proposed project will add vibrancy to the area with walk-up residential units at street level.

(4) *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The new apartment building will not block any public views of landmark buildings, significant open spaces or water bodies.

VARIANCE TO INCREASE THE MAXIMUM FLOOR AREA RATIO FROM 3.375 TO 4.04

The variance request is consistent with the required findings under § 525.500 of the Zoning Code.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

Practical difficulties exist for building within the FAR limits of the current C3A zoning district. The site is located on a high-volume transit corridor adjacent to the Uptown Transit Station, and the Pedestrian Oriented Overlay puts an emphasis on eliminating existing surface parking uses. The Minneapolis 2040 Plan guidance for Transit 10 built form and Community Mixed-Use land use calls for taller, denser, “large-scale mixed-use development” on this site; however, updated zoning to align the allowed FAR with the 2040 Plan guidance is not yet in place. These are unique circumstances not created by the developer.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. Residential and retail uses are consistent with surrounding development, and the proposed density is consistent with the desired transit-oriented nature of the site. The development will incorporate extensive improvements to the public realm and

streetscape. The project provides an opportunity to “complete” the pedestrian promenade on the north side of the Midtown Greenway, providing the missing link that will connect Hennepin Avenue to Aldrich Avenue. Keeping all residential parking enclosed within the building will improve sidewalk conditions and street front vibrancy, thus encouraging residents of the building and also nearby neighbors to walk or bike for their shopping and recreational needs. The project is consistent with City goals and, by being responsive to the land use policies for this area, will promote the orderly development of the neighborhood.

The proposed FAR is reasonable and consistent with the City’s land use guidance for high-density development in a dense, high volume transit zone. In order for such density to be achieved under the City’s existing zoning regulations, an increase in FAR variance is necessary and is in keeping with the spirit and intent of the Comprehensive Plan. The project will provide housing units to meet the increasing demand for urban living in Minneapolis.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

The granting of the variance will not alter the essential character of the area. The scale and massing are in context with other residential buildings along the Midtown Greenway. The surrounding right-of-ways preserve access to light and air for nearby properties. Careful attention has been paid to the design of the street level storefronts and the sidewalk areas to ensure that the pedestrian experience is welcoming and lively. The building will comply with all necessary building codes and will not be injurious to the use or enjoyment of other properties or be detrimental to the public health or welfare.

VARIANCE OF PO PEDESTRIAN ORIENTED OVERLAY DISTRICT STANDARDS TO ALLOW THE BUILDING TO BE PLACED MORE THAN 8 FEET FROM THE FRONT PROPERTY LINE ADJACENT TO GIRARD AVE S.

The variance request is consistent with the required findings under § 525.500 of the Zoning Code.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

The project site is unique because it extends the full length of the city block and spans from Hennepin Avenue through to Girard Avenue. The Pedestrian Oriented Overlay standards that require buildings to be placed within 8 feet of the property line are relevant for buildings frontages along Hennepin to encourage a consistent street wall. The character along Girard is much more residential with individual walk-up units provided within many of the other multi-family apartments along the street. Along Hennepin Avenue, the building wall will be set back just a few feet from the property line, in compliance with the PO standards. The applicant is simply seeking to follow the character that is present along Girard and did not create the unique site conditions.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. Providing direct access to apartments and a generous front yard will encourage activity at this location which is sorely missing due to vacant nature

of the parcel. This project supports many goals of the 2040 Plan, and the building setback along Girard encourages activity in the front yards provides “eyes on the street” at the ground level.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The granting of the variance will not alter the essential character of the area. Providing walk-up residential units on the east side of the building will be consistent with surrounding development along Girard, and the development will greatly improve current conditions. The building will comply with all necessary building codes and will not be injurious to the use or enjoyment of other properties or be detrimental to the public health or welfare.

VARIANCE TO REDUCE THE MINIMUM REQUIRED YARDS:

1. Front yard requirement along Hennepin Ave (20’ for the first 25’ away from the south property line)
2. Front yard requirements along Girard Ave S (20’ for the first 25’ away from the south and north property line. The north setback is measured to the centerline of the alley)
3. Interior side yard along the north property line that is adjacent to the alley (17’ minimum)
4. Interior side yard along the south property line (17’ minimum)

The setback variance requests are consistent with the required findings under § 525.500 of the Zoning Code.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

The project site is unique because it located adjacent to the Midtown Greenway - land that is zoned residential, thus triggering the required setback along Hennepin Avenue. Per the 2040 Plan, the entire area from Hennepin to Girard and from the Greenway to 28th Street is guided for Transit 10 built form. The zoning changes have not yet caught up with the future guidance for this area, a condition not created by the applicant.

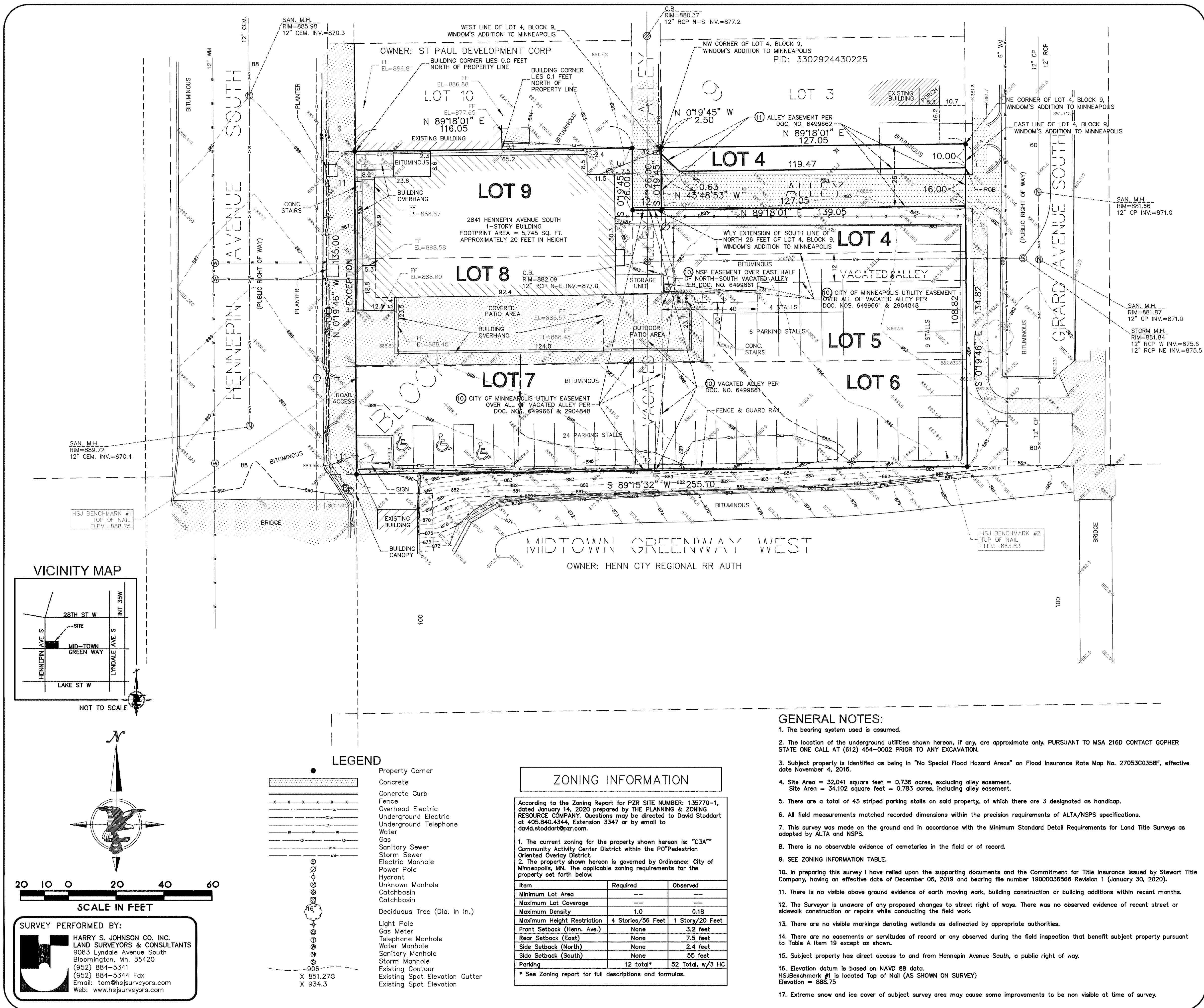
2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

This development will greatly improve the site conditions and will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The project maintains reasonable setbacks on all sides to provide walk-up units at the ground level and enough distance from the property line to allow adequate glazing for dwelling units. The proposed setbacks are in keeping with the intent of the ordinance and the project supports Comp Plan goals.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The granting of the variance will not alter the essential character of the area. The recently approved residential building by YellowTree to the north provides a similar setback along Girard (about 12 to 13 ft) and so do other multi-family buildings like Flux. None of these buildings are set back 20 feet along Girard. Additionally, the proposed setback along Hennepin will continue the existing pattern of storefronts that are set back just a few feet from the west property line.

2841 Hennepin Ave S.

Level	Total	Parking GSF	Stalls	Amenity	Mech/Stor/BOH	Retail	Apt GSF	Apt RSF	Units
LEVEL P2	22,603	20,897	53		1,706				
LEVEL P1	23,423	21,596	51		1,827				
LEVEL 1	22,607	4,041	3	3,818	3,498	2,867	8,383	6,700	8
LEVEL 2	19,478			3,671			15,807	13,031	17
LEVEL 3	19,478						19,478	16,714	24
LEVEL 4	19,478						19,478	16,714	24
LEVEL 5	19,478						19,478	16,714	24
LEVEL 6	19,478						19,478	16,714	24
LEVEL 7	18,715			566			18,149	15,240	22
	184,738	46,534	107	8,055	7,031		120,251	101,827	143



LEGAL DESCRIPTION

Lots 4, 5, 6, 7, 8 and 9, Block 9, Windom's Addition to Minneapolis, excluding the West 11 feet of Lots 7, 8 and 9 conveyed to the City of Minneapolis (and devoted to Hennepin Avenue), including the entirety of the vacated alley lying South of the Westerly extension of the South line of the North 26 feet of said Lot 4, Hennepin County, Minnesota.

Being Abstract Land.

NOTES CORRESPONDING TO SCHEDULE B:

(10) Terms and conditions of Easement Deed dated September 21, 1954, filed October 21, 1954, in Book 2018 of Deeds, page 170, as Document No. 2904846.

As amended by Resolution 958-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661. (AS SHOWN ON SURVEY)

(11) Terms and conditions of Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662. (AS SHOWN ON SURVEY)

(12) Terms and conditions of Affidavit Concerning Real Property Contaminated with Hazardous Substances acknowledged March 14, 2011, filed March 15, 2011, as Document No. A9634916. (NON-SURVEY MATTER)

STATEMENT OF POTENTIAL ENCROACHMENTS:

There are no visible above ground encroachments over or across any property lines of subject property.

LAND TITLE SURVEY
ALTA/NSPS w/ TOPOGRAPHY
for:
TH HENNEPIN LLC

SITE: 2841 HENNEPIN AVENUE SOUTH
MINNEAPOLIS, MINNESOTA

CERTIFICATION:

To: TH Hennepin, LLC, Stewart Title Guaranty, and Stewart Title Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, 17, 19, 20 and 21 of Table A thereof.

The field work was completed on January 3, 2020.

Date of Plat or Map: January 6, 2020

Thomas E. Hodarff, L.S.
Minn. Reg. No. 23877

HARRY S. JOHNSON CO., INC.
LAND SURVEYORS & CONSULTANTS
BLOOMINGTON, MINNESOTA
PHONE: 952-894-5341 FAX: 952-894-5344 Email: hsjinfo@hjsurveyors.com



HENNEPIN AVE, LOOKING EAST



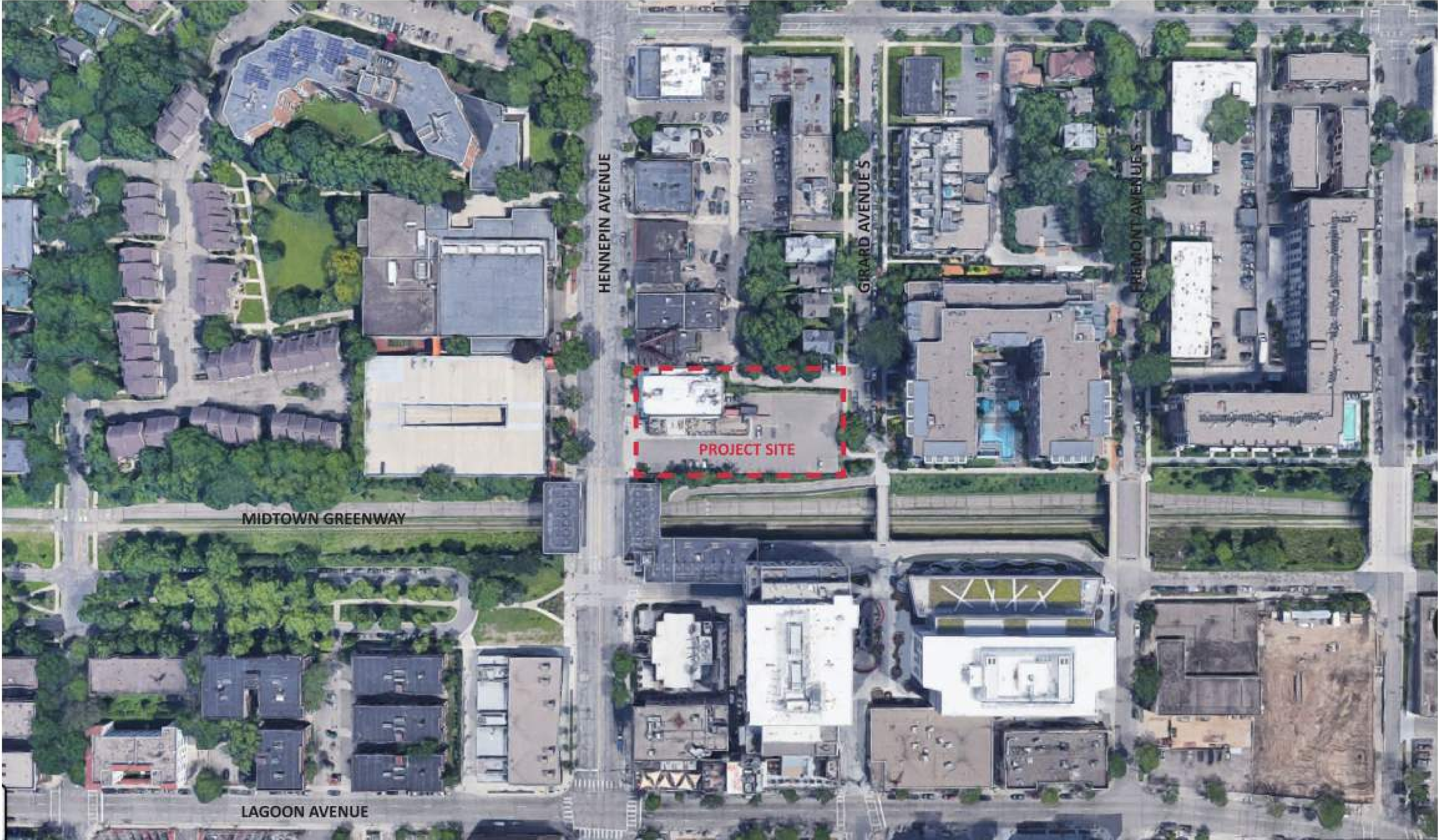
GIRARD AVE S, LOOKING NORTHWEST



GIRARD AVE S, LOOKING WEST



GIRARD AVE S, LOOKING SOUTHWEST



TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

NOT FOR
CONSTRUCTION

LAND USE
APPLICATION
SUBMITTAL
07/24/2020

ORIGINAL ISSUE:
06/17/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

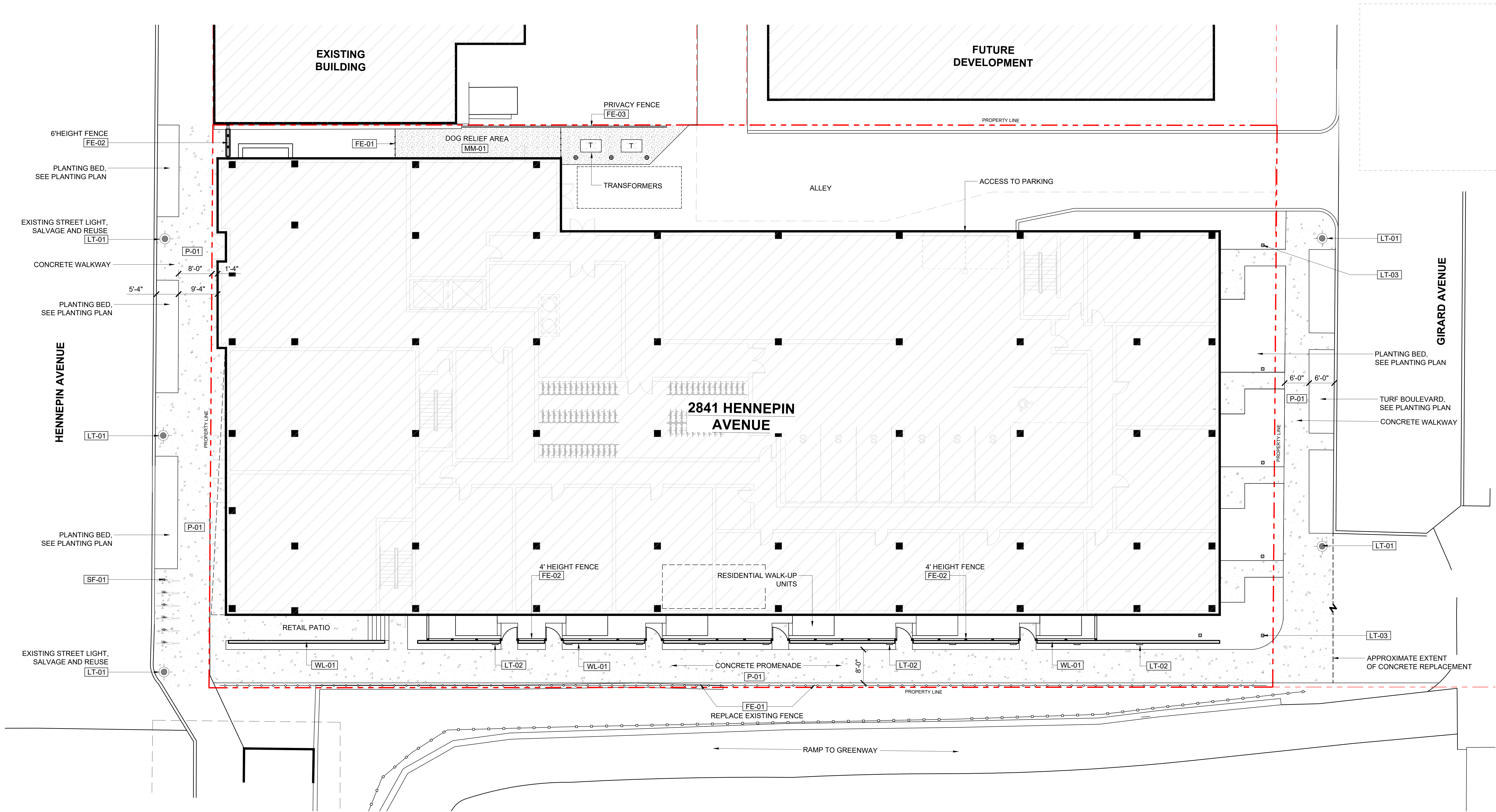
Author Checker
DRAWN BY CHECKED BY

KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

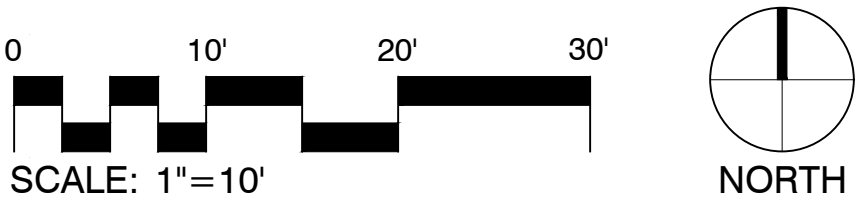
CONTEXT & IMAGES

A100



SITE INFORMATION:	
PROPERTY AREA:	31,414 SF
BUILDING FOOTPRINT:	23,410 SF (75%)
LANDSCAPE / PERVIOUS AREA:	3,550 SF (11%)
HARDSCAPE / IMPERVIOUS AREA:	4,454 SF (14%)

REFERENCE NOTES SCHEDULE		
FENCE & GUARDRAIL		
SYMBOL	DESCRIPTION	QTY
FE-01	EXTERIOR FENCE	424 LF
FE-02	EXTERIOR PICKET FENCE	365 LF
FE-03	PRIVACY FENCE	49 LF
LIGHTING		
SYMBOL	DESCRIPTION	QTY
LT-01	PEDESTIAN LIGHT	5
LT-02	RECESSED WALL LIGHT	11
LT-03	BOLLARD LIGHT	6
MINERAL MULCH		
SYMBOL	DESCRIPTION	QTY
MM-01	CRUSHED STONE	519 SF
PAVING		
SYMBOL	DESCRIPTION	QTY
P-01	CONCRETE PAVING	5,624 SF
SITE FURNITURE		
SYMBOL	DESCRIPTION	QTY
SF-01	BIKE RACK	6
WALL		
SYMBOL	DESCRIPTION	QTY
WL-01	LANDSCAPE WALL	203 LF



2841 Hennepin Avenue

Minneapolis, MN 55408

TRILOGY
REAL ESTATE GROUP
escg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed landscape architect under the laws of the State of Minnesota

Signature _____
Typed or Printed Name _____
License # _____ Date _____

CONSULTANTS
DF/
DAMON FARBER
LANDSCAPE ARCHITECTS
401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

NOT FOR
CONSTRUCTION

LUA
SUBMITTAL
07/24/2020

ORIGINAL ISSUE:
REVISIONS:
No. Description Date

20-156
PROJECT NUMBER
BD JS
DRAWN BY CHECKED BY
KEY PLAN

2841 Hennepin Avenue
OVERALL HARDSCAPE PLAN
L110

Minneapolis, MN 55408



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report
was prepared by me or under my direct supervision
and that i am a duly licensed landscape architect
under the laws of the State of Minnesota

Signature _____

Typed or Printed Name

License #	Date
-----------	------

CONSULTANTS

DF/
DAMON FARMER
LANDSCAPE ARCHITECTS

401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

**NOT FOR
CONSTRUCTION**

07/24/2020

ORIGINAL ISSUE:

	REVISIONS:	
No.	Description	Date

20-156
PROJECT NUMBER

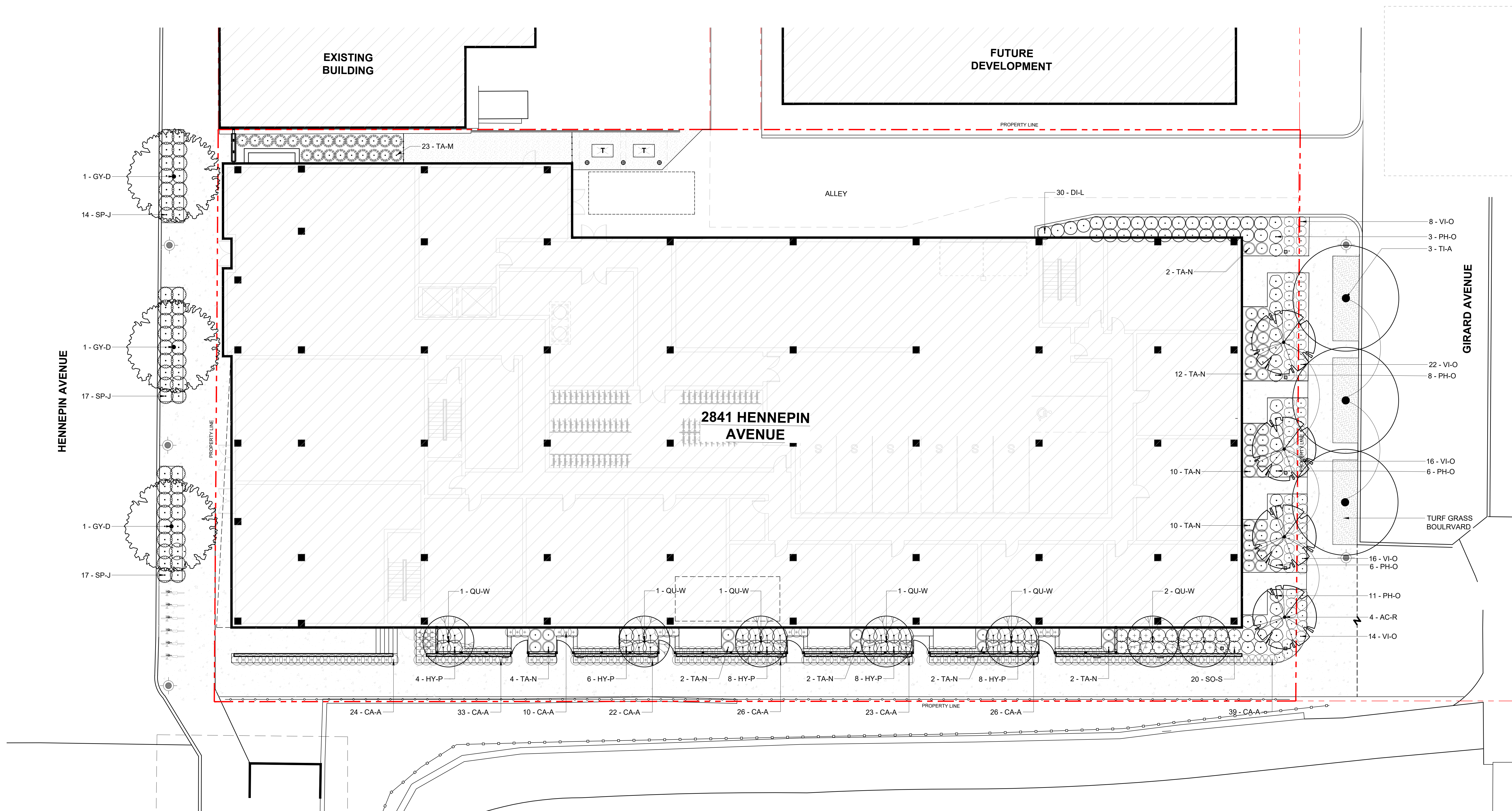
BD JS
DRAWN BY CHECKED BY




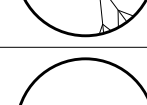
KEY PLAN

2841 Hennepin Avenue

OVERALL LANDSCAPE PLAN

L140



PLANT SCHEDULE - TREES			
TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AC-R	4	ACER RUBRUM 'ARMSTRONG' / ARMSTRONG RED MAPLE
	GY-D	3	GYMNOCLADUS DIOICA 'ESPRESSO' / KENTUCKY COFFEETREE
	QU-W	7	QUERCUS X WAREI 'LONG' TM / REGAL PRINCE OAK
	TI-A	3	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN

PLANT SCHEDULE - SHRUBS & PERENNIALS			
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	DI-L	30	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE
	HY-P	34	HYDRANGEA PANICULATA 'JANE' / LITTLE LIME HYDRANGEA
	PH-O	34	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / DONNA MAY NINEBARK
	SO-S	20	SORBARIA SORBIFOLIA 'SEM' / SEM ASH LEAF SPIREA
	SP-J	48	SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH SPIREA
	SP-B	2	SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIRAEA
	VI-O	76	VIBURNUM OPULUS 'NANUM' / DWARF EUROPEAN VIBURNUM
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	TA-N	46	TAXUS CUSPIDATA 'NOVA' / NOVA YEW
	TA-M	23	TAXUS X MEDIA 'TAUNTONII' / TAUTON YEW
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME
	CA-A	203	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	SOD	361 SF	SOD

SITE AND LANDSCAPE NOTES

SITE PREPARATION NOTES

1. CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
2. CONTRACTOR SHALL VERIFY PLAN LAYOUT AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN OR INTENT OF THE LAYOUT.
3. CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND MATERIALS SUPPLIED.
4. CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
5. CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION BEGINS (MINIMUM 10' CLEARANCE).
6. CONTRACTOR SHALL COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
7. UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF EXISTING TREES TO REMAIN.
8. EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER ELEMENTS ARE BASED UPON INFORMATION SUPPLIED TO THE LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
9. HORIZONTAL AND VERTICAL ALIGNMENT OF PROPOSED WALKS, TRAILS OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN ALIGNMENT AND GRADES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION.
10. CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO COMMENCEMENT OF WORK.
11. CONTRACTOR IS RESPONSIBLE FOR ONGOING MAINTENANCE OF NEWLY INSTALLED MATERIALS UNTIL TIME OF SUBSTANTIAL COMPLETION. REPAIR OF ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO SUBSTANTIAL COMPLETION SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
12. EXISTING TREES OR SIGNIFICANT SHRUB MASSINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
13. EXISTING TREES TO REMAIN, UPON DIRECTION OF LANDSCAPE ARCHITECT, SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD, DAMAGED AND RUBBING BRANCHES.
14. CONTRACTOR SHALL PREPARE AND SUBMIT A WRITTEN REQUEST FOR THE SUBSTANTIAL COMPLETION INSPECTION OF LANDSCAPE AND SITE IMPROVEMENTS PRIOR TO SUBMITTING FINAL PAY REQUEST.
15. CONTRACTOR SHALL PREPARE AND SUBMIT REPRODUCIBLE AS-BUILT DRAWING(S) OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO SUBSTANTIAL COMPLETION.
16. SYMBOLS ON PLAN DRAWING TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

GRADING

1. ROUGH GRADING AND FINISHED GRADING TO BE DONE BY OTHERS EXCEPT WHERE NOTED.
2. GRADING LIMITS ARE DEFINED AS THE JUNCTURE OF PROPOSED GRADE WITH EXISTING GRADE UNLESS NOTED OTHERWISE.
3. GRADING LIMITS AND LIMITS OF WORK SHOWN ON PLAN ARE ONLY APPROXIMATE AND MAY BE ADJUSTED IN FIELD BY LANDSCAPE ARCHITECT. WORK OUTSIDE OF THESE LIMITS WILL BE DONE AT LANDSCAPE CONTRACTORS EXPENSE UNLESS DIRECTED BY LANDSCAPE ARCHITECT OR OWNER IN WRITING.
4. FILL/CUT AS NECESSARY TO PROVIDE A 1% MINIMUM GRADE AWAY FROM BUILDINGS WITHIN LIMITS OF CONSTRUCTION.
5. SALVAGE TOPSOIL FROM THE EARTHWORK AREAS AS APPROPRIATE OR AS INDICATED ON PLANS AND STOCKPILE FOR REUSE.
6. OBTAIN SOIL SAMPLE FROM SALVAGED TOPSOIL STOCKPILE AND SUBMIT TO INDEPENDENT TESTING AGENCY FOR ANALYSIS.
7. MAINTAIN A UNIFORM GRADE BETWEEN CONTOURS IN AREAS TO BE GRADED UNLESS NOTED OTHERWISE.
8. ADD EROSION CONTROL MEASURES IF GRADES GREATER THAN 3:1 OR IF CONDITIONS WARRANT. REFER TO MNDOT SPECIFICATIONS FOR EROSION CONTROL.
9. CONTRACTOR SHALL CONTACT PUBLIC UTILITIES FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. LANDSCAPE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
10. CONTRACTOR SHALL PROVIDE PROPER EROSION CONTROL MEASURES AS REQUIRED TO ENSURE THAT EROSION IS KEPT TO AN ABSOLUTE MINIMUM. .
11. PERIMETER SILT FENCE AND ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. REFER TO STATE SPECIFICATIONS FOR AGGREGATE BASE AND SILT FENCE.
12. CONTRACTOR SHALL INSTALL CATCH BASIN EROSION CONTROL MEASURES PER LOCAL POLLUTION CONTROL AGENCY AND SPECIFICATIONS.
13. WITHIN TWO WEEKS OF FINISHED SITE GRADING, DISTURBED AREAS SHALL BE STABILIZED WITH SEED, SOD, MULCH OR ROCK BASE.
14. CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES, INCLUDING THE REMOVAL OF ACCUMULATED SILT IN FRONT OF SILT FENCES AND EXCESS SEDIMENT IN PROPOSED CATCH BASINS, FOR THE DURATION OF CONSTRUCTION.
15. CONTRACTOR SHALL REMOVE EROSION CONTROL MEASURES AFTER VEGETATION IS ESTABLISHED AND DISPOSE OF OFF SITE.
16. CONTRACTOR SHALL ENSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN PLANTING AREAS.

PLANTING

1. SPRING PLANT MATERIAL INSTALLATION IS FROM APRIL 15 TO JUNE 15.
2. FALL CONIFEROUS PLANTING IS ACCEPTABLE FROM AUGUST 21 TO SEPTEMBER 30.
3. FALL DECIDUOUS PLANTING IS ACCEPTABLE FROM AUGUST 15 UNTIL NOVEMBER 15.
4. ADJUSTMENTS TO PLANTING DATES MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.
5. STAKE PROPOSED PLANTING LOCATIONS PER PLAN FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALL.
6. PLANT MATERIAL SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1. UNLESS NOTED OTHERWISE, DECIDUOUS SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED HEIGHT. ORNAMENTAL TREES SHALL HAVE NO 'V' CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' FEET ABOVE THE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE PAVED SURFACE.
7. INSTALL PLANT MATERIAL AFTER FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
8. INSTALL PLANT MATERIALS PER PLANTING DETAILS.
9. SUBSTITUTION REQUESTS FOR PLANT MATERIAL TYPE & SIZE SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR CONSIDERATION PRIOR TO BIDDING. SUBSTITUTIONS AFTER BIDDING MUST BE APPROVED BY LANDSCAPE ARCHITECT AND ARE SUBJECT TO CONTRACT ADJUSTMENTS.
10. ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. LANDSCAPE ARCHITECT MUST BE NOTIFIED PRIOR TO ADJUSTMENT OF PLANTS.
11. FERTILIZE PLANT MATERIAL UPON INSTALLATION WITH DRIED BONE MEAL AND OTHER APPROVED FERTILIZER MIXED IN WITH THE PLANTING SOIL (PER THE MANUFACTURER'S INSTRUCTIONS) OR TREAT FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 10-0-5 OF 12 OZ. PER 2.5" CALIPER TREE AND 6 OZ. PER SHRUB WITH AN ADDITIONAL APPLICATION OF 10-0-10 THE FOLLOWING SPRING IN THE TREE SAUCER.
12. INSTALL 18" DEPTH OF PLANTING SOIL IN AREAS RECEIVING GROUND COVER, PERENNIALS, AND ANNUALS. PLANTING SOIL SHALL CONSIST OF MndOT 3877-B MODIFIED TO CONTAIN A MAXIMUM OF 30% SAND, A PH OF 7.1 MAX, OR AS OTHERWISE SPECIFIED IN THE PROJECT SPECIFICATIONS MANUAL.
13. TREE WRAPPING MATERIAL SHALL BE TWO-WALLED PLASTIC SHEETING APPLIED FROM TRUNK FLARE TO FIRST BRANCH. WRAP SMOOTH-BARKED DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO DECEMBER 1 AND REMOVE WRAPPING AFTER MAY 1.
14. APPLY PRE-EMERGENT HERBICIDE (PREEN OR APPROVED EQUAL) IN ANNUAL, PERENNIAL, AND SHRUB BEDS FOLLOWED BY SHREDDED HARDWOOD MULCH. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION REGARDING USE OF HERBICIDES.

MULCHING

1. INSTALL 4" DEEP SHREDDED HARDWOOD MULCH RINGS AT CONIFEROUS & DECIDUOUS TREES WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.
2. INSTALL 3" DEEP SHREDDED HARDWOOD MULCH RINGS AT SHRUB PLANTING AREAS WITH NO MULCH IN DIRECT CONTACT WITH SHRUB STEMS.
3. INSTALL 3" DEEP FINELY SHREDDED MULCH IN PERENNIAL PLANTING BEDS. REMOVE ALL MULCH FROM STEMS OF PERENNIALS - PLANT STEMS SHOULD NOT BE IN DIRECT CONTACT WITH MULCH.

WATERING

1. PLANTED MATERIALS SHALL BE WATERED BY TEMPORARY MEANS UNTIL PLANTS ARE ESTABLISHED.
2. TEMPORARY WATERING MEANS, METHODS, AND SCHEDULING SHALL BE THE CONTRACTOR'S RESPONSIBILITY. REMOVE TEMPORARY WATERING EQUIPMENT UPON PLANT ESTABLISHMENT.

WARRANTY

1. WARRANTY NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

TURF NOTES

1. SOD AREAS DISTURBED DUE TO GRADING UNLESS NOTED OTHERWISE.
2. WHERE SOD ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
3. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, SOD SHALL BE STAKED SECURELY.
4. UNLESS NOTED OTHERWISE, THE APPROPRIATE DATES FOR SPRING SEED & SOD PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.
5. FALL SODDING IS ACCEPTABLE FROM AUGUST 15 TO NOVEMBER 1. FALL SEEDING IS ACCEPTABLE FROM AUGUST 15 TO SEPTEMBER 15. ADJUSTMENTS TO SOD/SEED PLANTING DATES MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

IRRIGATION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION THAT MEETS THE REQUIREMENTS OF THE PROVIDED PERFORMANCE SPECIFICATION AS PART OF THE SCOPE OF WORK. SUBMIT LAYOUT PLAN AND SPECIFICATIONS FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT SODDED/SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
2. CONTRACTOR SHALL FIELD VERIFY WATER SUPPLY, VOLUME, PRESSURE AND LOCATION FOR SYSTEM TAP PRIOR TO SYSTEM DESIGN.
3. CONTRACTOR SHALL CONFIRM COMPLETE LIMITS OF IRRIGATION WITH LANDSCAPE ARCHITECT PRIOR TO SUPPLYING SHOP DRAWINGS.
4. CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR INSPECTION AND APPROVAL OF AREAS RECEIVING DRIP IRRIGATION PRIOR TO INSTALLATION OF MULCH.
5. CONTRACTOR SHALL PROVIDE THE OWNER AND LANDSCAPE ARCHITECT WITH AS-BUILT DRAWINGS, DETAILED SYSTEM OPERATION INSTRUCTIONS AND AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND PLANTED MATERIAL GROWTH REQUIREMENTS.

OVERALL REFERENCE NOTES SCHEDULE

SYMBOL	FENCE & GUARDRAIL	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[FE-01]	EXTERIOR FENCE		424 LF	OMEGA FENCE SYSTEMS	OMEGA ARCHITECTURAL	BLACK STEEL	4' HEIGHT WITH FROST FOOTINGS
[FE-02]	EXTERIOR PICKET FENCE		365 LF	AMERISTAR FENCE	MONTAGE PLUS / MAJESTIC	BLACK STEEL	4' AND 6' HEIGHTS WITH FROST FOOTINGS, PROVIDE 3'-0" WIDTH GATES WHERE SHOWN
[FE-03]	PRIVACY FENCE		49 LF	CUSTOM	CEDAR - HORIZONTAL SLATS	CEDAR	6' HEIGHT WITH FROST FOOTINGS

SYMBOL	LIGHTING	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[LT-01]	PEDESTIAN LIGHT		5	N/A	N/A	N/A	SALVAGE AND REUSE EXISTING FIXTURES
[LT-02]	RECESSED WALL LIGHT		11	LIGMAN LIGHTING	LEGEND STEP LIGHT / ULE-4071	TBD	SEE LIGHTING PLANS
[LT-03]	BOLLARD LIGHT		6	LIGMAN LIGHTING	LBX BOLLARD / ULB 80161	TBD	SEE LIGHTING PLANS

SYMBOL	MINERAL MULCH	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[MM-01]	CRUSHED STONE		519 SF	HEDBERG AGGREGATES	DRESSER GRAY TRAP ROCK	GREY	3" DEPTH - 3/16" MINUS OVER 6" CLASS V BASE

SYMBOL	PAVING	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[P-01]	CONCRETE PAVING		5,624 SF	N/A	STANDARD CONCRETE	STANDARD / BROOM FINISH	SEE CIVIL FOR PAVING PROFILE

SYMBOL	SITE FURNITURE	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[SF-01]	BIKE RACK		6	DERO	HOOP RACK	BLACK/POWDERCOAT	IN-GROUND MOUNT PER MANUFACTURER'S DIRECTION

SYMBOL	WALL	DESCRIPTION	QTY	MANUFACTURER	PRODUCT/MODEL	COLOR/FINISH	COMMENTS
[WL-01]	LANDSCAPE WALL		203 LF	TBD	RUSTIC GOLD WALL STONE	NATURAL	8" WIDE / 6" HEIGHTS - SAWN TOPS, BOTTOMS AND ENDS, VARYING LENGTHS

OVERALL PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONT.	NOTES
	AC-R	4	ACER RUBRUM 'ARMSTRONG' / ARMSTRONG RED MAPLE	3" CAL.	B&B	NATURAL FORM, SINGLE LEADER
	GY-D	3	GYMNOCLADUS DIOICA 'ESPRESSO' / KENTUCKY COFFEETREE	2.5" CAL.	B&B	TRUNK FREE OF BRANCHES 6'-7' FROM BASE
	QU-W	7	QUERCUS X WAREI 'LONG' TM / REGAL PRINCE OAK	3" CAL.	B&B	SINGLE LEADER, WELL BRANCHED
	TI-A	3	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	2.5" CAL.	B&B	NATURAL FORM, SINGLE LEADER
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONT.	NOTES
	DI-L	30	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	#5	CONT.	SPACE 3'-0" O.C.
	HY-P	34	HYDRANGEA PANICULATA 'JANE' / LITTLE LIME HYDRANGEA	#5	CONT.	SPACE 4'-0" O.C.
	PH-O	34	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / DONNA MAY NINEBARK	#5	CONT.	SPACE 3'-0" O.C.
	SO-S	20	SORBARIA SORBIFOLIA 'SEM' / SEM ASH LEAF SPIREA	#5	CONT.	SPACE 3'-0" O.C.
	SP-J	48	SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH SPIREA	#5	CONT.	SPACE 3'-0" O.C.
	SP-B	2	SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIRAEA	#5	CONT.	SPACE 4'-0" O.C.
	VI-O	76	VIBURNUM OPULUS 'NANUM' / DWARF EUROPEAN VIBURNUM	#2	CONT.	SPACE 2'-6" O.C.
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONT.	NOTES
	TA-N	46	TAXUS CUSPIDATA 'NOVA' / NOVA YEW	#5	CONT.	SPACE 3'-0" O.C.
	TA-M	23	TAXUS X MEDIA 'TAUNTONII' / TAUTON YEW	#3	CONT.	SPACE 3'-0" O.C.
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONT.	NOTES
	CA-A	203	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	#3	CONT.	SPACE 2'-6" O.C.
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONT.	NOTES
	SOD	361 SF	SOD		ROLL	SEE SPECIFICATION SECTION 329200

2841 Hennepin Avenue

Minneapolis, MN 55408

TRILOGY
REAL ESTATE GROUP
esc
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that i am a duly licensed landscape architect under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

CONSULTANTS

DF/
DAMON FARBER
LANDSCAPE ARCHITECTS
401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

NOT FOR
CONSTRUCTION

LUA
SUBMITTAL

07/24/2020

ORIGINAL ISSUE:

REVISIONS:
No. Description Date

20-156
PROJECT NUMBER
BD
DRAWN BY
JS
CHECKED BY
KEY PLAN

2841 Hennepin Avenue

GENERAL NOTES &
SCHEDULES

L010

NOT FOR
CONSTRUCTION

LUA
SUBMITTAL

07/24/2020

ORIGINAL ISSUE:

REVISIONS:
No. Description Date

20-156

PROJECT NUMBER

BD

DRAWN BY

JS

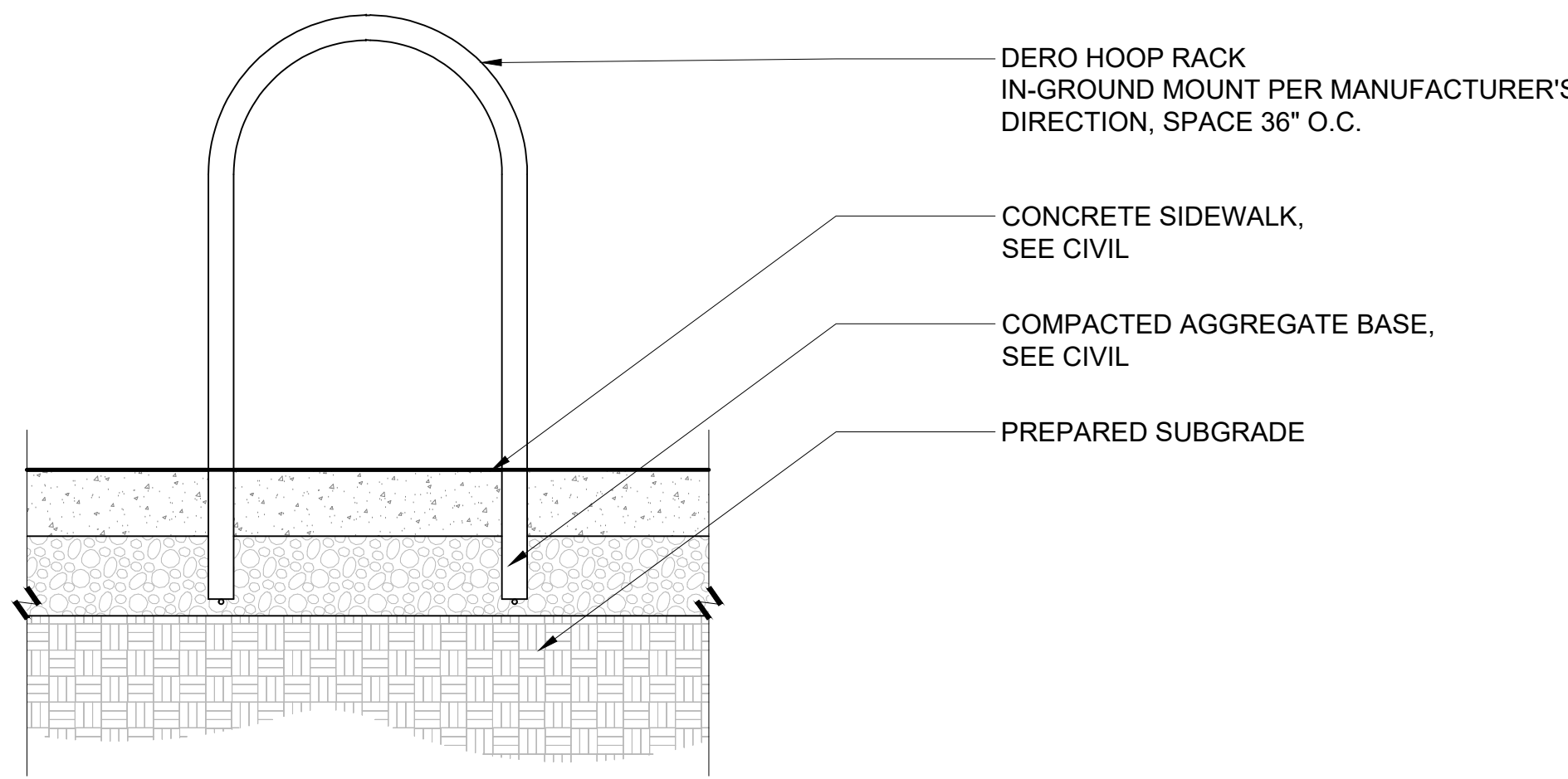
CHECKED BY

KEY PLAN

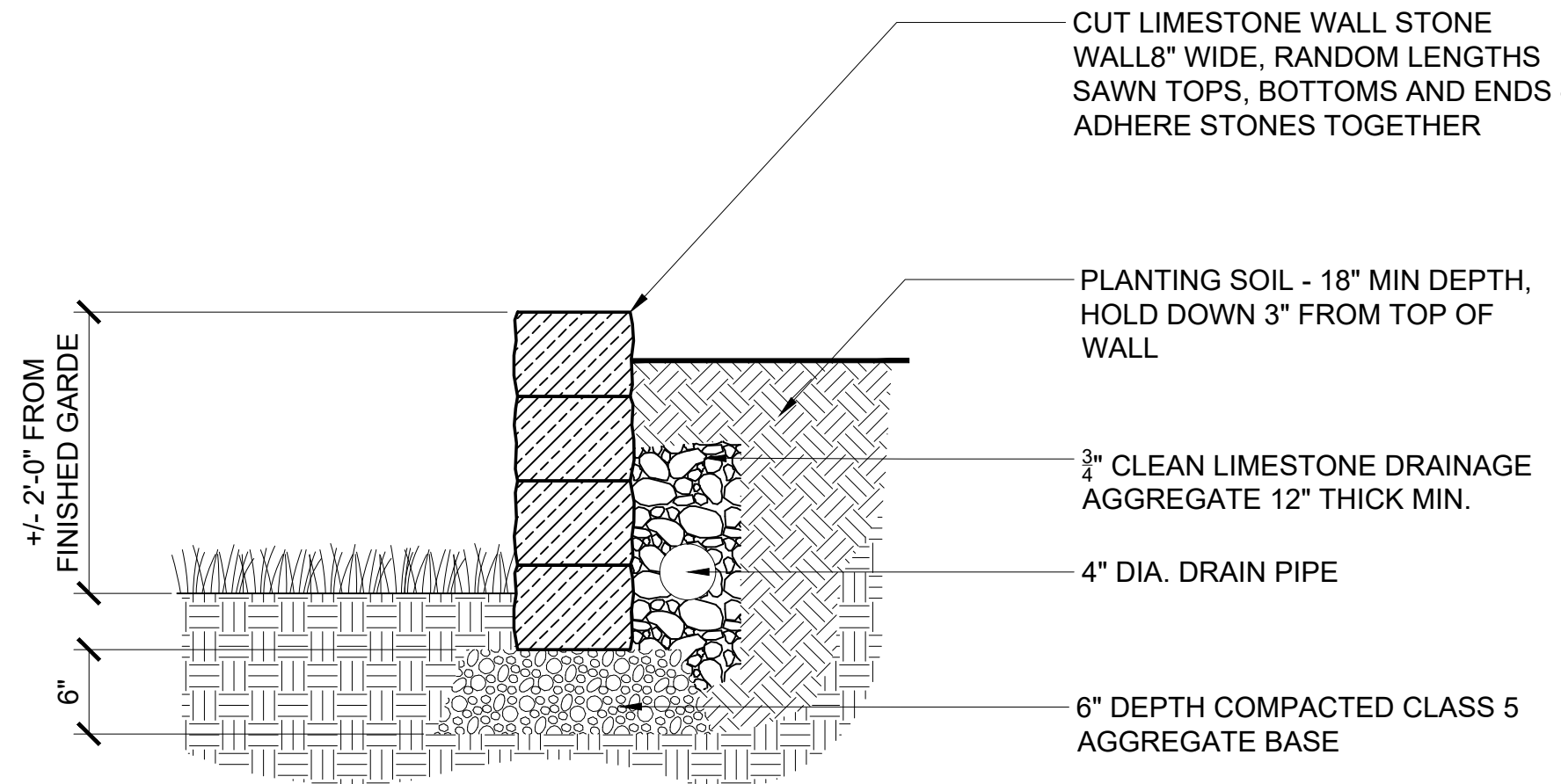
2841 Hennepin Avenue

LANDSCAPE DETAILS

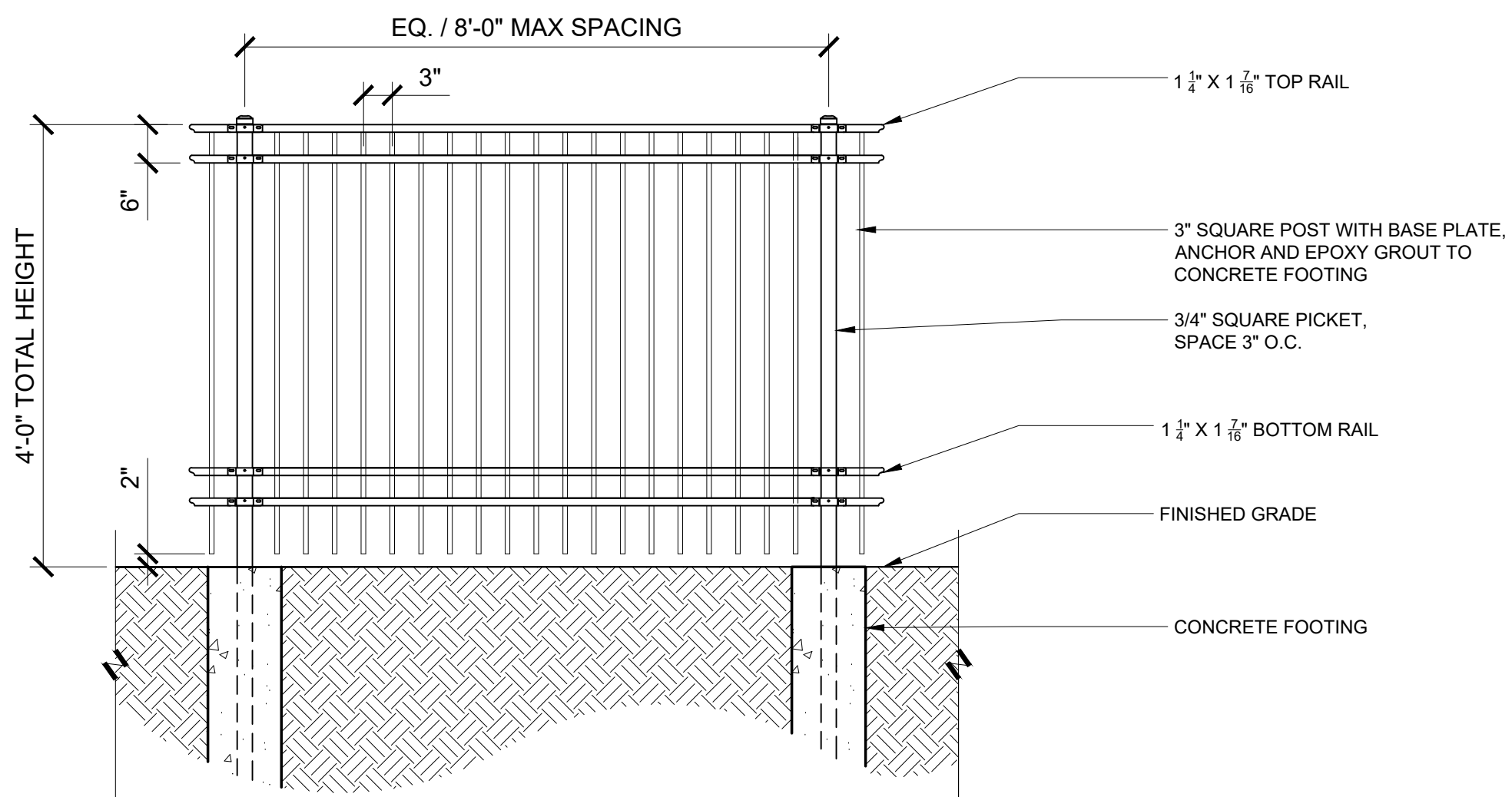
L501



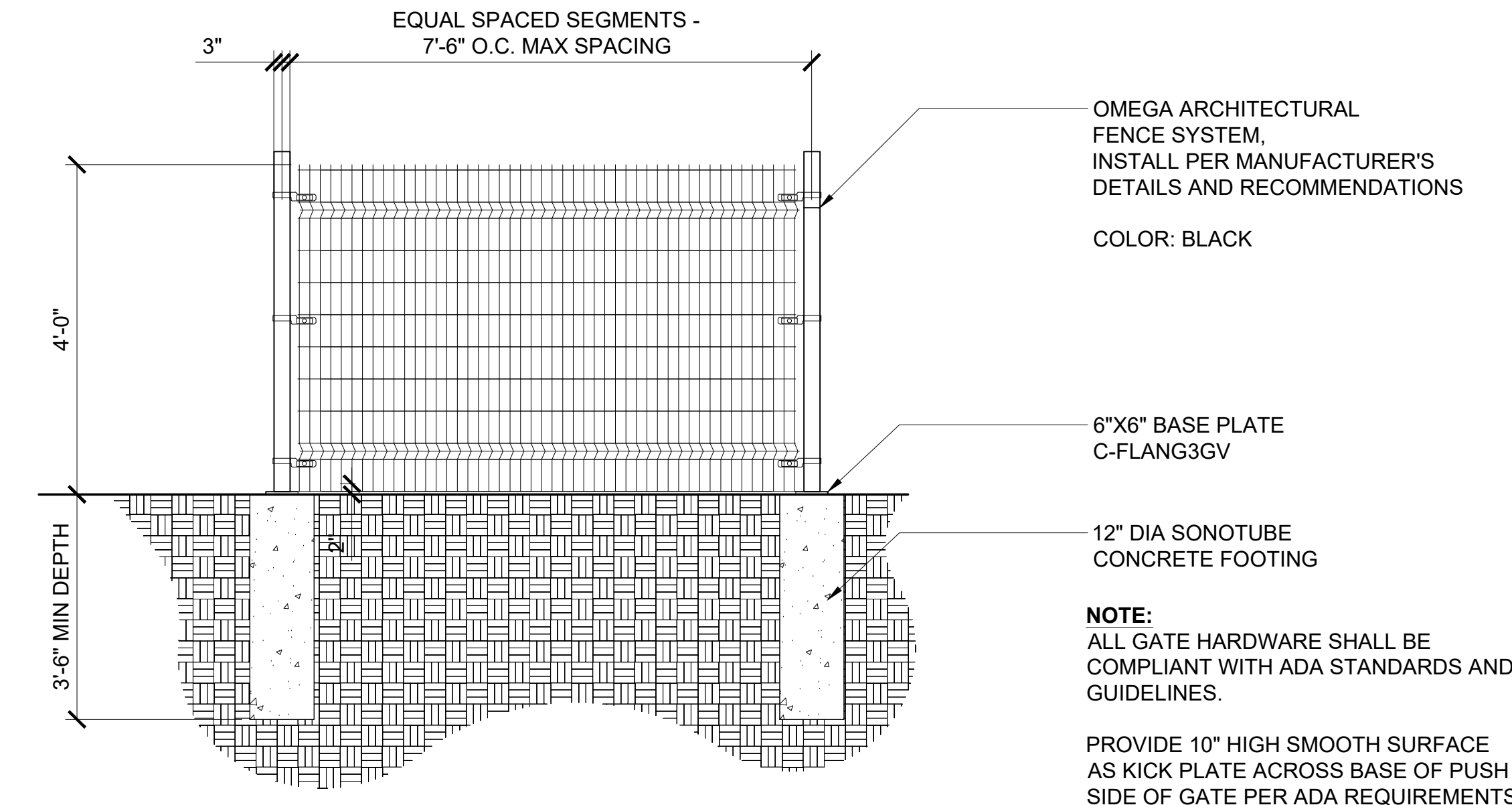
5 BIKE RACK, IN-GROUND MOUNT
1\"/>



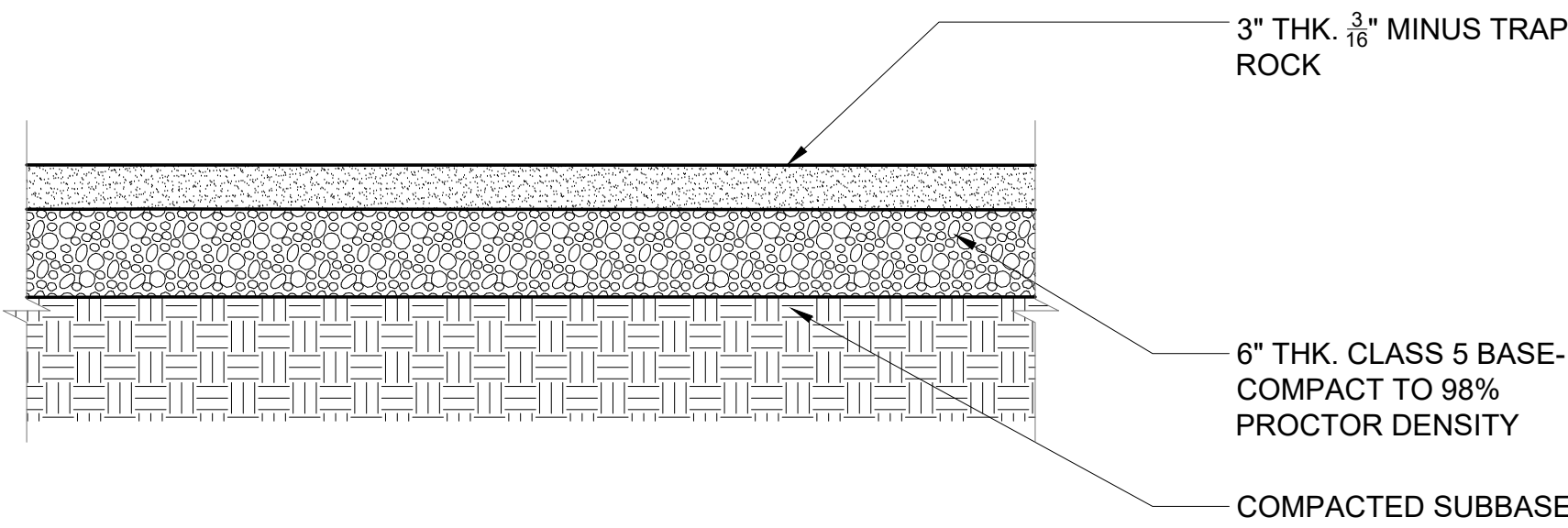
3 LANDSCAPE WALL
1\"/>



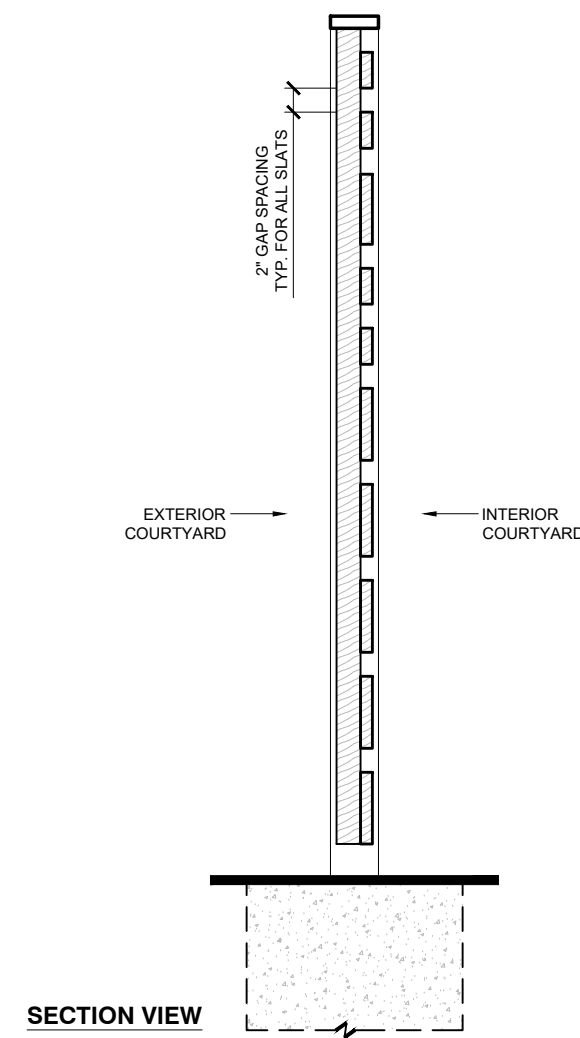
4 EXTERIOR PICKET FENCE
1/2\"/>



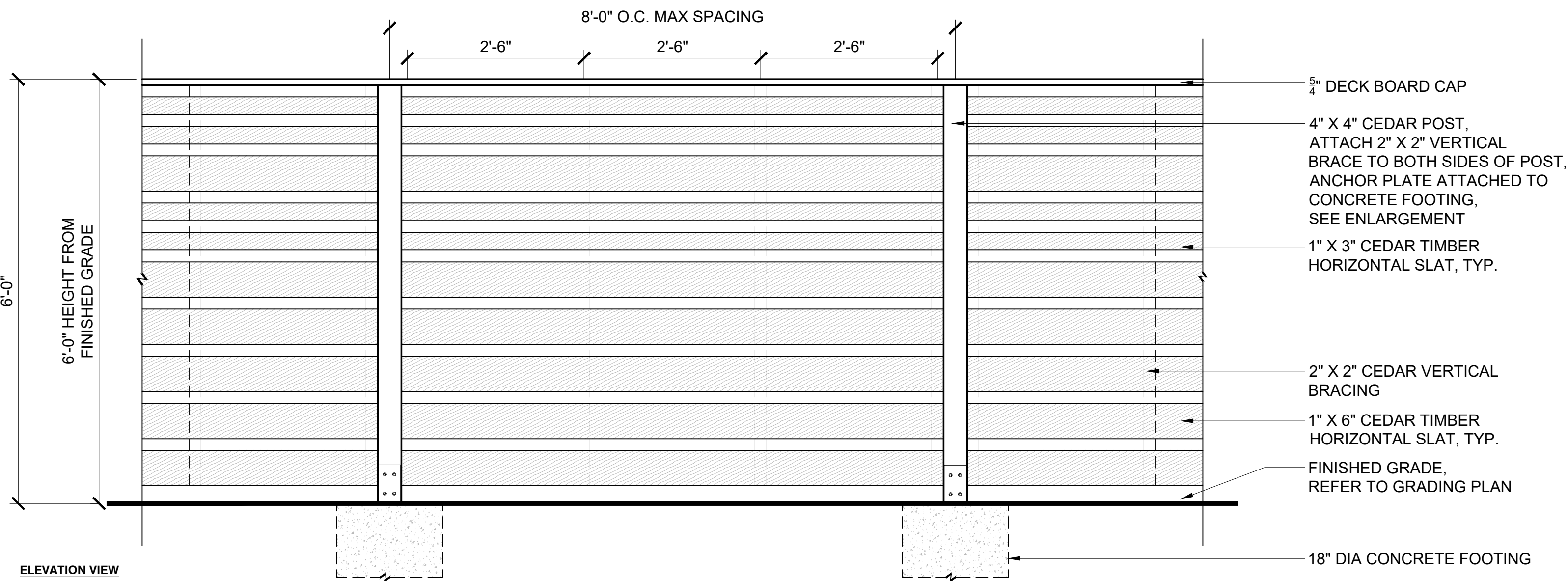
2 EXTERIOR FENCE
1/2\"/>



6 CRUSHED STONE PAVING
1\"/>



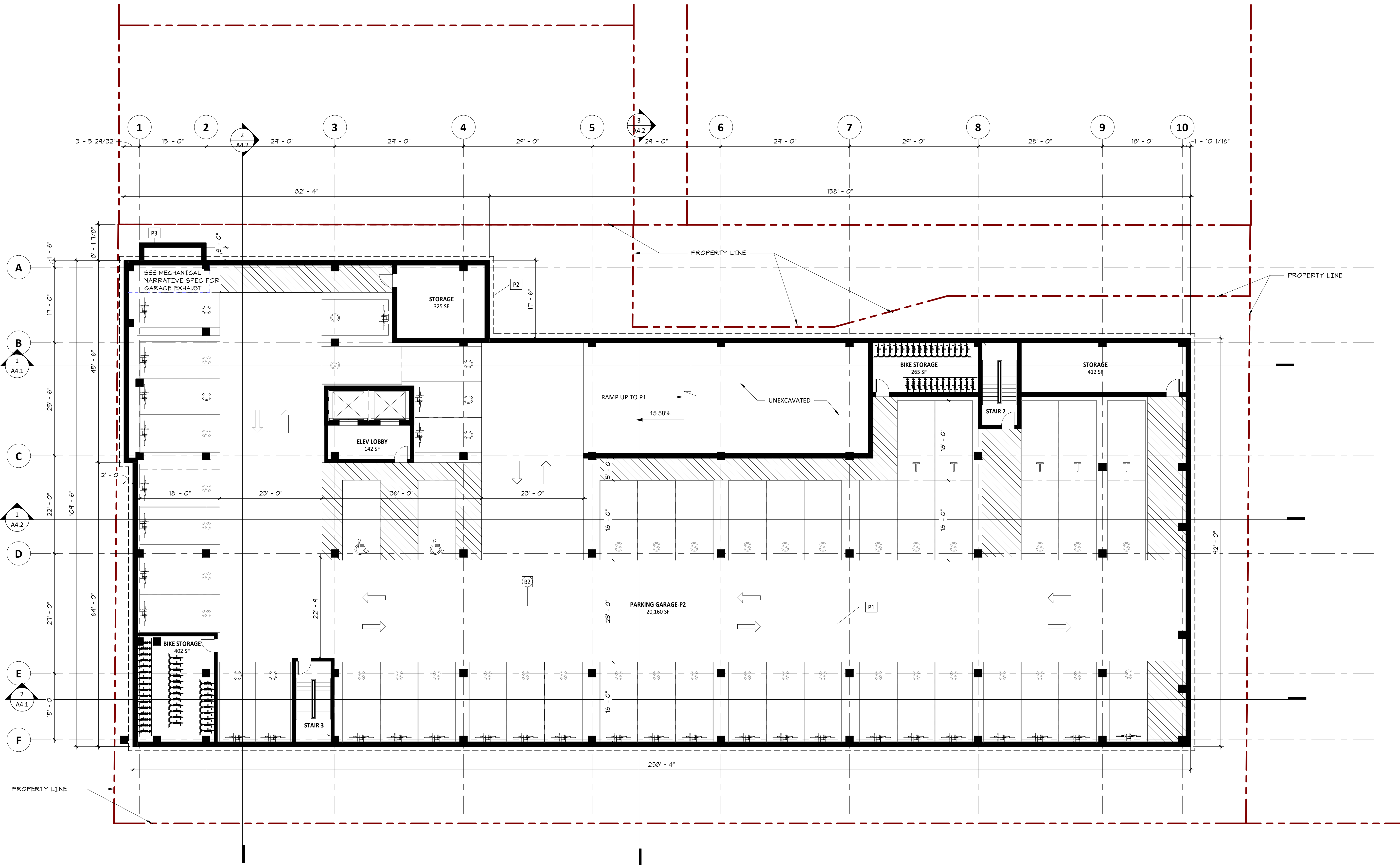
1 PRIVACY FENCE
3/4\"/>



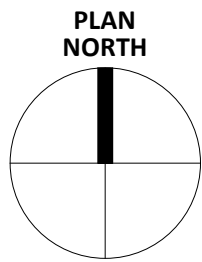
PLAN KEYNOTES	
P1	PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2	6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3	AREA WAY FOR INTAKE AIR.
P4	STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5	AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6	ROOF ACCESS WALKWAY
P7	SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8	PREFINISHED METAL BALCONY 5'X10'
P9	PREFINISHED METAL BALCONY 2'X10'
P10	PREFINISHED METAL BALCONY 7'X11'
P11	PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12	LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE

BIKE STORAGE SCHEDULE	
DESCRIPTION	COUNT
LEVEL P2	
	32
HIGH DENSITY BIKE RACK	9
HIGH DENSITY BIKE RACK	24
HIGH DENSITY BIKE RACK	32
	97
LEVEL P1	
	34
	34
LEVEL 1	
	2
HIGH DENSITY BIKE RACK	15
HIGH DENSITY BIKE RACK	20
HIGH DENSITY DOUBLE BIKE RACK	26
HIGH DENSITY DOUBLE BIKE RACK	30
	93
TOTAL BIKE STORAGE	224

PARKING SCHEDULE - VEHICLES	
Description	Count
LEVEL P2	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	1
8' x 18' COMPACT W/ BIKE	4
8'-6" x 18' STANDARD	13
8'-6" x 18' STANDARD W/ BIKE	25
8'-6" x 18' TANDEM	5
ACCESSIBLE STALL	2
	53
LEVEL P1	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	3
8' x 18' COMPACT W/ BIKE	3
8'-6" x 15' COMPACT	4
8'-6" x 18' STANDARD	5
8'-6" x 18' STANDARD W/ BIKE	28
8'-6" x 18' TANDEM	3
ACCESSIBLE STALL	2
	51
LEVEL 1	
8' x 18' COMPACT W/ BIKE	1
8'-6" x 18' STANDARD W/ BIKE	1
ACCESSIBLE STALL	1
	3
TOTAL STALLS:	107



1 LEVEL P2
A1.0A / 3/32" = 1'-0"



TRILOGY - 2841
Hennepin Avenue
South
Minneapolis, MN

esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota
Signature
Typed or Printed Name
License # Date

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:

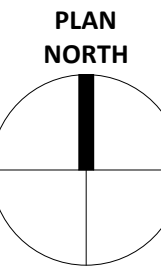
REVISIONS:
No. Description Date

220521
PROJECT NUMBER

ESG
DRAWN BY
ESG
CHECKED BY

KEY PLAN

C	D
A	B



TRILOGY - 2841 Hennepin
Avenue South

LEVEL P2 PLAN

A1.0A

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature _____
Typed or Printed Name _____
License # _____ Date _____

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:
09/02/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

KEY PLAN

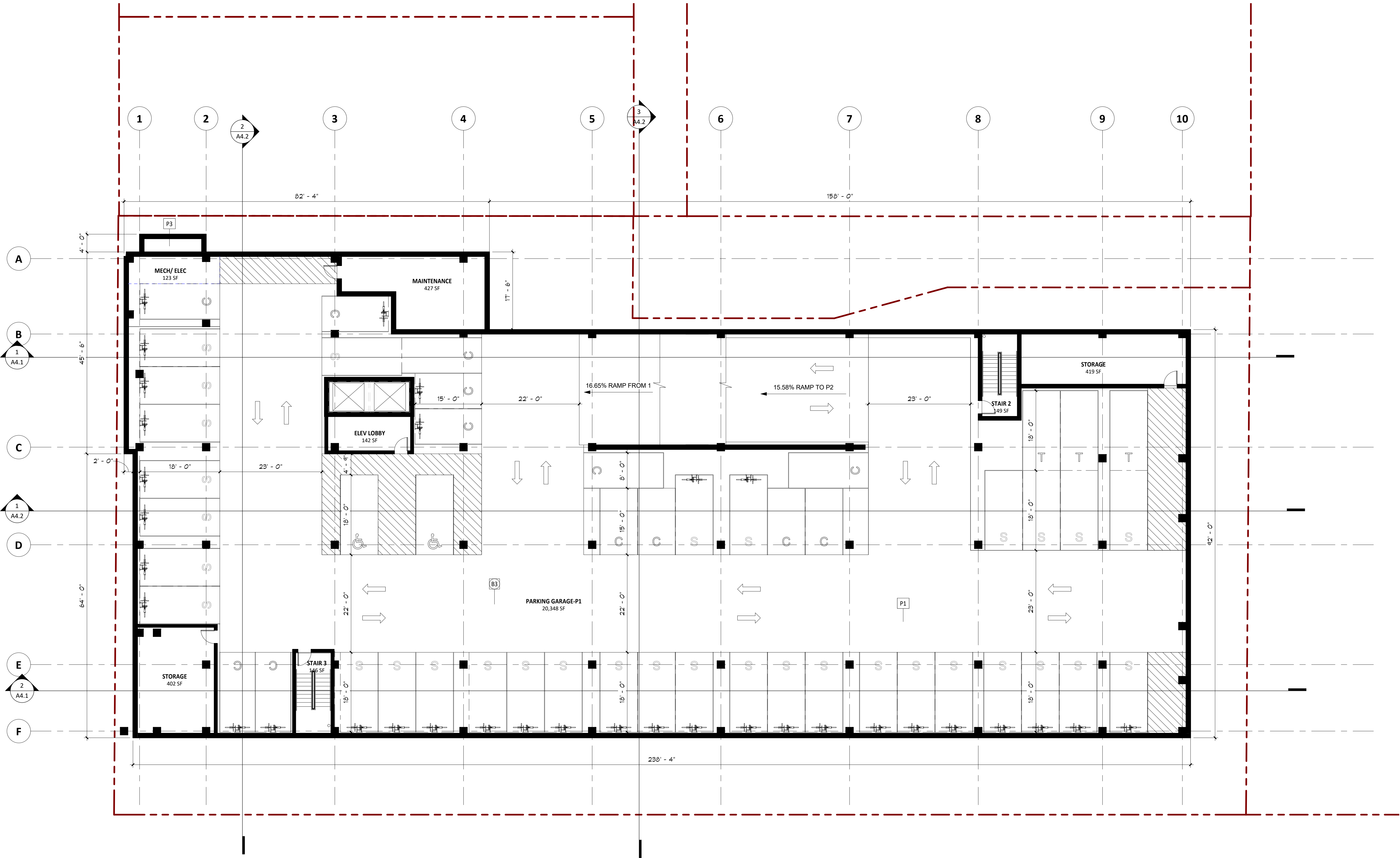
TRILOGY - 2841 Hennepin
Avenue South

LEVEL P1 PLAN
A1.0B

PLAN KEYNOTES	
P1	PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2	6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3	AREA WAY FOR INTAKE AIR
P4	STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5	AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6	ROOF ACCESS WALKWAY
P7	SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8	PREFINISHED METAL BALCONY 5'X10'
P9	PREFINISHED METAL BALCONY 7'X10'
P10	PREFINISHED METAL BALCONY 7'X11'
P11	PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12	LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE

BIKE STORAGE SCHEDULE	
Description	Count
LEVEL P2	
HIGH DENSITY BIKE RACK	32
HIGH DENSITY BIKE RACK	9
HIGH DENSITY BIKE RACK	24
HIGH DENSITY BIKE RACK	32
	97
LEVEL P1	
	34
	34
LEVEL 1	
	2
HIGH DENSITY BIKE RACK	15
HIGH DENSITY BIKE RACK	20
HIGH DENSITY DOUBLE BIKE RACK	26
HIGH DENSITY DOUBLE BIKE RACK	30
	93
TOTAL BIKE STORAGE	224

PARKING SCHEDULE - VEHICLES	
Description	Count
LEVEL P2	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	1
8' x 18' COMPACT W/ BIKE	4
8'-6" x 18' STANDARD	13
8'-6" x 18' STANDARD W/ BIKE	25
8'-6" x 18' TANDEM	5
ACCESSIBLE STALL	2
	53
LEVEL P1	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	3
8' x 18' COMPACT W/ BIKE	3
8'-6" x 15' COMPACT	4
8'-6" x 18' STANDARD	5
8'-6" x 18' STANDARD W/ BIKE	28
8'-6" x 18' TANDEM	3
ACCESSIBLE STALL	2
	51
LEVEL 1	
8' x 18' COMPACT W/ BIKE	1
8'-6" x 18' STANDARD W/ BIKE	1
ACCESSIBLE STALL	1
	3
TOTAL STALLS:	107

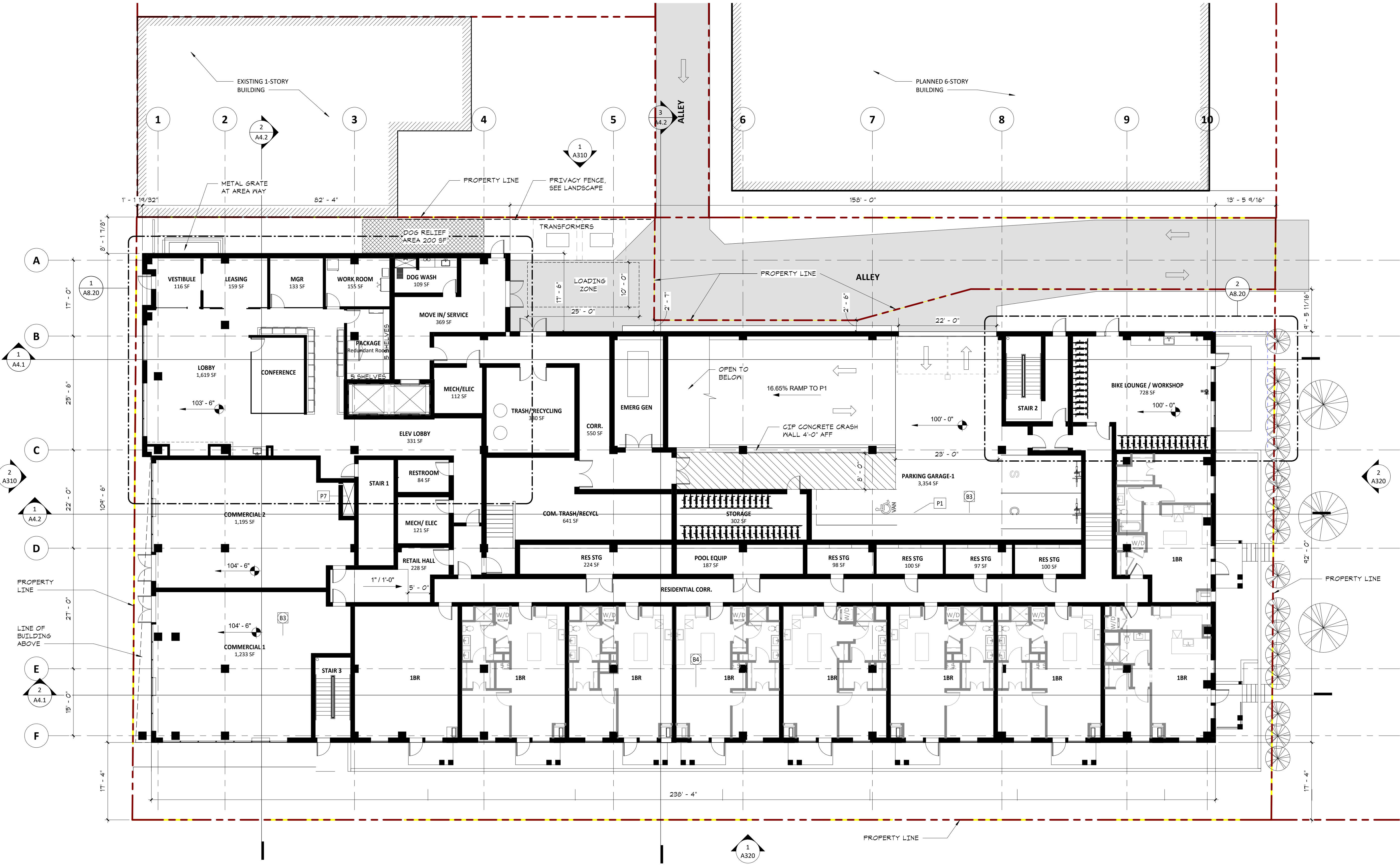


1 BP-P1
A1.0B 3/32" = 1'-0"

PLAN KEYNOTES	
P1	PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2	6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3	AREA WAY FOR INTAKE AIR
P4	STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5	AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6	ROOF ACCESS WALKWAY
P7	SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8	PREFINISHED METAL BALCONY 5'X10'
P9	PREFINISHED METAL BALCONY 2'X10'
P10	PREFINISHED METAL BALCONY 7'X11'
P11	PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12	LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE

BIKE STORAGE SCHEDULE	
DESCRIPTION	COUNT
LEVEL P2	
PARKING STALL W/ BIKE	32
HIGH DENSITY BIKE RACK	9
HIGH DENSITY BIKE RACK	24
HIGH DENSITY BIKE RACK	32
	97
LEVEL P1	
PARKING STALL W/ BIKE	34
	34
LEVEL 1	
PARKING STALL W/ BIKE	2
HIGH DENSITY BIKE RACK	15
HIGH DENSITY BIKE RACK	20
HIGH DENSITY DOUBLE BIKE RACK	26
HIGH DENSITY DOUBLE BIKE RACK	30
	93
TOTAL BIKE STORAGE	224

PARKING SCHEDULE - VEHICLES	
Description	Count
LEVEL P2	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	1
8' x 18' COMPACT W/ BIKE	4
8'-6" x 18' STANDARD	13
8'-6" x 18' STANDARD W/ BIKE	25
8'-6" x 18' TANDEM	5
ACCESSIBLE STALL	2
	53
LEVEL P1	
8' x 15' COMPACT W/ BIKE	3
8' x 18' COMPACT	3
8' x 18' COMPACT W/ BIKE	3
8'-6" x 15' COMPACT	4
8'-6" x 18' STANDARD	5
8'-6" x 18' STANDARD W/ BIKE	28
8'-6" x 18' TANDEM	3
ACCESSIBLE STALL	2
	51
LEVEL 1	
8' x 18' COMPACT W/ BIKE	1
8'-6" x 18' STANDARD W/ BIKE	1
ACCESSIBLE STALL	1
	3
TOTAL STALLS:	107



1 FIRST LEVEL FLOOR PLAN
A1.1 3/32" = 1'-0"

TRILOGY - 2841
Hennepin Avenue
South
Minneapolis, MN

esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota
Signature
Typed or Printed Name
License # Date

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:
09/02/20
REVISIONS:
No. Description Date

220521
PROJECT NUMBER
Author Checker
DRAWN BY CHECKED BY
KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

LEVEL 1 PLAN
A1.1

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:
09/02/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

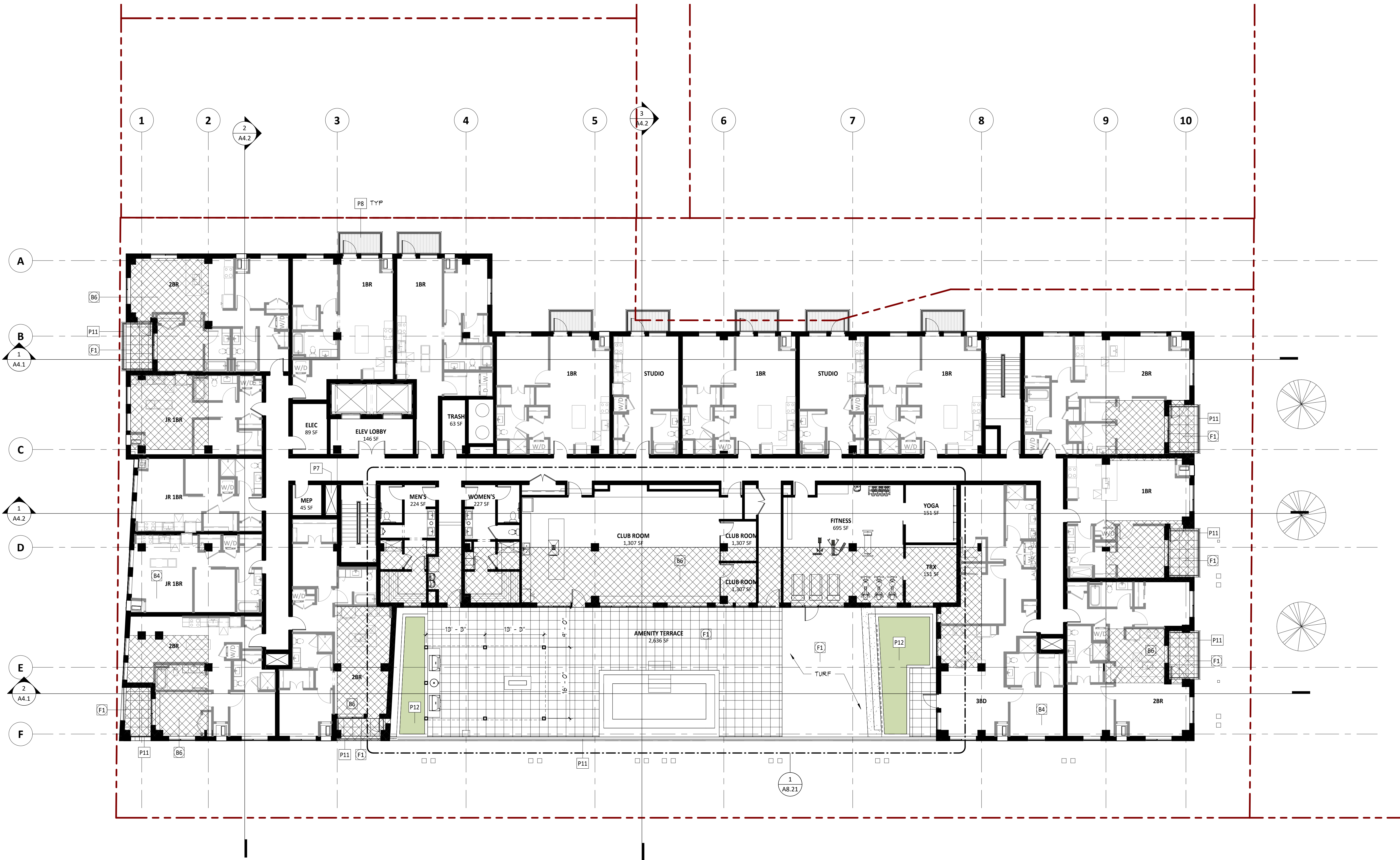
KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

LEVEL 2 PLAN
A1.2

PLAN KEYNOTES

- P1 PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2 6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3 AREA WAY FOR INTAKE AIR
P4 STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5 AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6 ROOF ACCESS WALKWAY
P7 SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8 PREFINISHED METAL BALCONY 5'X10'
P9 PREFINISHED METAL BALCONY 2'X10'
P10 PREFINISHED METAL BALCONY 7'X11'
P11 PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12 LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE



1 SECOND LEVEL FLOOR PLAN
A1.2 3/32" = 1'-0"

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:
09/02/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

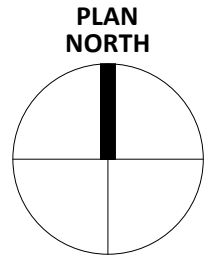
LEVEL 3-6 PLAN
A1.3

PLAN KEYNOTES

- P1 PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2 6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3 AREA WAY FOR INTAKE AIR
P4 STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5 AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6 ROOF ACCESS WALKWAY
P7 SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8 PREFINISHED METAL BALCONY 5'X10'
P9 PREFINISHED METAL BALCONY 2'X10'
P10 PREFINISHED METAL BALCONY 7'X11'
P11 PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12 LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE



1 LEVEL 3-6
A1.3 3/32" = 1'-0"



I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR
CONSTRUCTION

LUA UPDATE
9/11/2020

ORIGINAL ISSUE:
09/02/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY CHECKED BY

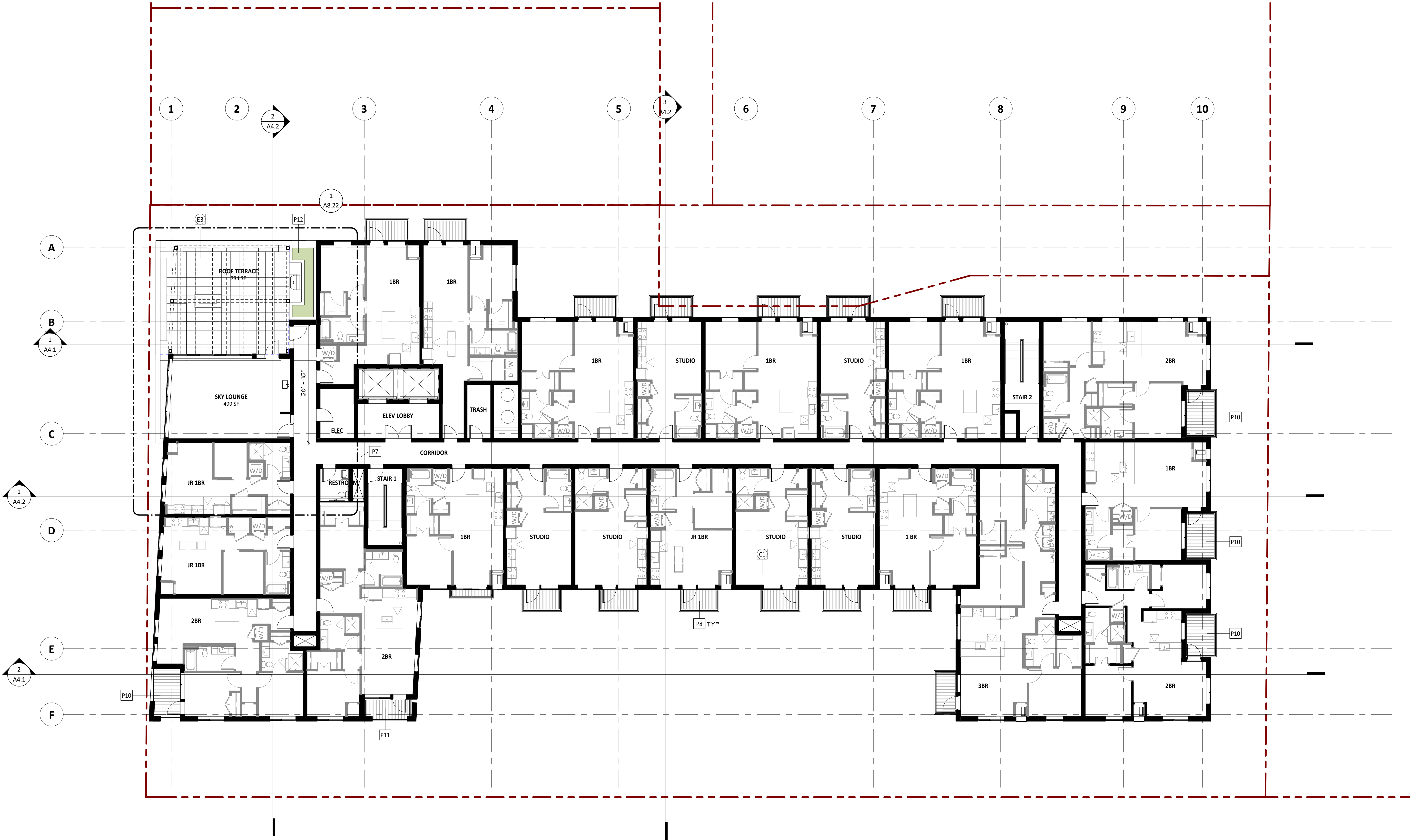
KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

LEVEL 7 PLAN
A1.7

PLAN KEYNOTES

- P1 PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.
P2 6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.
P3 AREA WAY FOR INTAKE AIR
P4 STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN
P5 AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.
P6 ROOF ACCESS WALKWAY
P7 SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES
P8 PREFINISHED METAL BALCONY 5'X10'
P9 PREFINISHED METAL BALCONY 2'X10'
P10 PREFINISHED METAL BALCONY 7'X11'
P11 PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF
P12 LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE



1 BP-07
A1.7 3/32" = 1'-0"

P1 PROVIDE FLOOR DRAINS AT PARKING GARAGE. SLOPE TO DRAIN AT 1/8" PER 1'-0" MIN.

P2 6" PERFORATED DRAIN TILE. CONNECT TO MECHANICAL SUMP AND STORM WATER MANAGEMENT SYSTEM.

P3 AREA WAY FOR INTAKE AIR

P4 STRUCTURAL STEEL TRELLIS, PAINT. STEEL PLATE TOP WITH CUSTOM PATTERN

P5 AREA AVAILABLE FOR SOLAR PV SYSTEM, SEE ELEC SPEC.

P6 ROOF ACCESS WALKWAY

P7 SHAFT FOR GREASE DUCT, DW, AND MAKEUP AIR FOR COMMERCIAL SPACES

P8 PREFINISHED METAL BALCONY 5'X10'

P9 PREFINISHED METAL BALCONY 2'X10'

P10 PREFINISHED METAL BALCONY 7'X11'

P11 PREFINISHED METAL GUARD RAILING WITH GLASS PANELS, 3'-6" AFF

P12 LANDSCAPE PLANTER WITH 8" CIP CONC WALLS AT 3'-0" AFF, WATERPROOF INTERIOR FACE

1. ROOF IS BALLASTED EPDM - SEE ASSEMBLY DESCRIPTIONS ON A10.3 SHEET.
2. ROOF TO SLOPE 1/4" PER FOOT MIN, EXCEPT WHERE NOTED.
3. PLUMBING PENETRATIONS NOT SHOWN. COORDINATE WITH MECHANICAL DOCUMENTS.
4. PLUMBING PENETRATIONS TO BE GROUPED INTO SHEET METAL "DOG HOUSES".
5. MECHANICAL EXHAUST DUCTS FOR UNIT KITCHEN, BATH & DRYER TO BE GROUPED INTO SHEET METAL "DOG HOUSES" ON TOP OF BUILT UP CURBS. DUCTS TO BE INSULATION WRAPPED PER CODE WITHIN ROOF DRAINING & SEALED. DOG HOUSE WALLS & COVER TO BE INSULATED AND INSIDE OF DOG HOUSE TO BE FULLY FILLED WITH FIBERGLASS INSULATION ABOVE ROOF SHEATHING.
6. PROVIDE R-30 AVERAGE INSULATION.
7. PROVIDE CURBS FOR ROOFTOP MECHANICAL EQUIPMENT.
8. PROVIDE CONTINUOUS REINFORCED KALKWAY BETWEEN ROOF ACCESS HATCH AND MECHANICAL EQUIPMENT. KALKWAY MUST BE GREATER THAN 10'-0" FROM EDGE TO AVOID NEEDING 42" TALL GUARDRAIL.
9. ROOF DRAINS ARE SHOWN IN LOCATIONS THAT ALLOW THEM TO DRAIN STRAIGHT DOWN. PROVIDE EXPANSION CONNECTION AT LEVEL 7.
10. ARROWS INDICATE DIRECTION OF SLOPE DOWN TOWARDS DRAIN.
11. OVERFLOW DRAINS TO BE PIPED THROUGH BUILDING AND DAYLIGHT AT LAMBS TONGUE AT GRADE, UNLESS NOTED OTHERWISE.
12. ALL EQUIPMENT LOCATED WITHIN 10'-0" OF ROOF EDGE REQUIRES A 42" TALL GUARDRAIL.
13. PROVIDE WINDOW CLEANING FLAT ARREST ANCHORS AS SPECIFIED AND REQUIRED PER 2020 MN BUILDING CODE SECTION 914. SEE STRUCT. COORDINATE ANCHOR HEIGHTS WITH ROOF INSULATION THICKNESSES.

esg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

**NOT FOR
CONSTRUCTION**

ORIGINAL ISSUE:
09/02/20

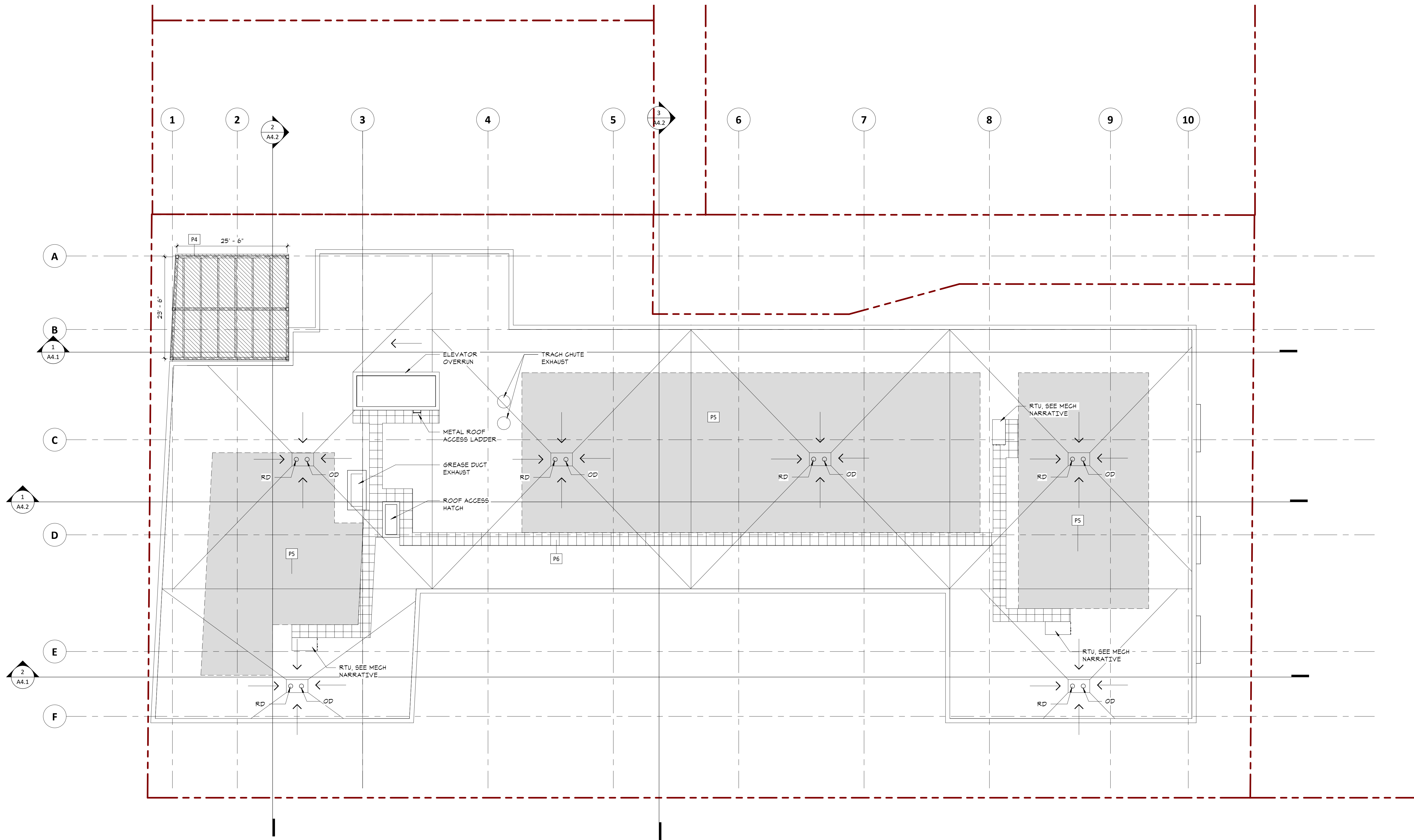
REVISIONS:

No.	Description	Date
-----	-------------	------

TRILOGY - 2841 Hennepin
Avenue South

ROOF PLAN

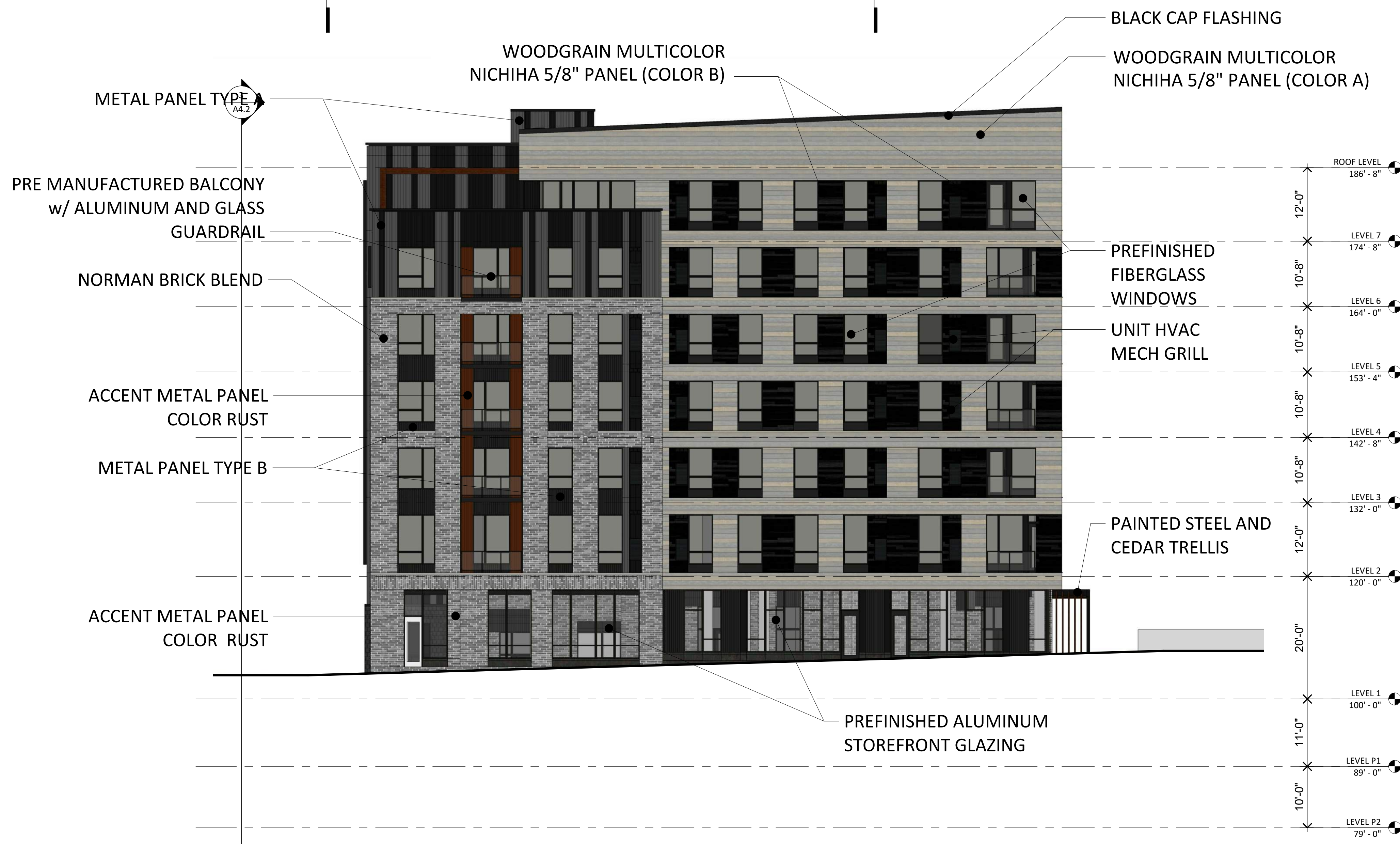
A1.8



1 ROOF LEVEL
A1.8 $3/32" = 1'-0"$



1 NORTH ELEVATION
3/32" = 1'-0"



2 WEST ELEVATION
3/32" = 1'-0"

MATERIAL COUNTS				
	NORTH	SOUTH	EAST	WEST
NORMAN BRICK BLEND	12%	18%	12%	26%
METAL PANEL TYPES: A, B OR C	51%	12%	15%	44%
WOODGRAIN MULTICOLOR NICHHA 5/8" PANEL - COLORS A OR B	4%	41%	31%	3%
ACCENT METAL PANEL (COLOR C) - RUST	0%	0%	8%	0%
CAST IN PLACE CONCRETE OR INTEGRALLY COLORED CMU	11%	1%	0%	4%
GLAZING (FIBERGLASS & STOREFRONT WINDOWS)	22%	28%	33%	23%
	100%	100%	100%	100%

TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN

TRILOGY
REAL ESTATE GROUP
esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____
Typed or Printed Name _____
License # _____ Date _____

NOT FOR
CONSTRUCTION

LUA UPDATE
10/19/2020

ORIGINAL ISSUE:
06/17/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

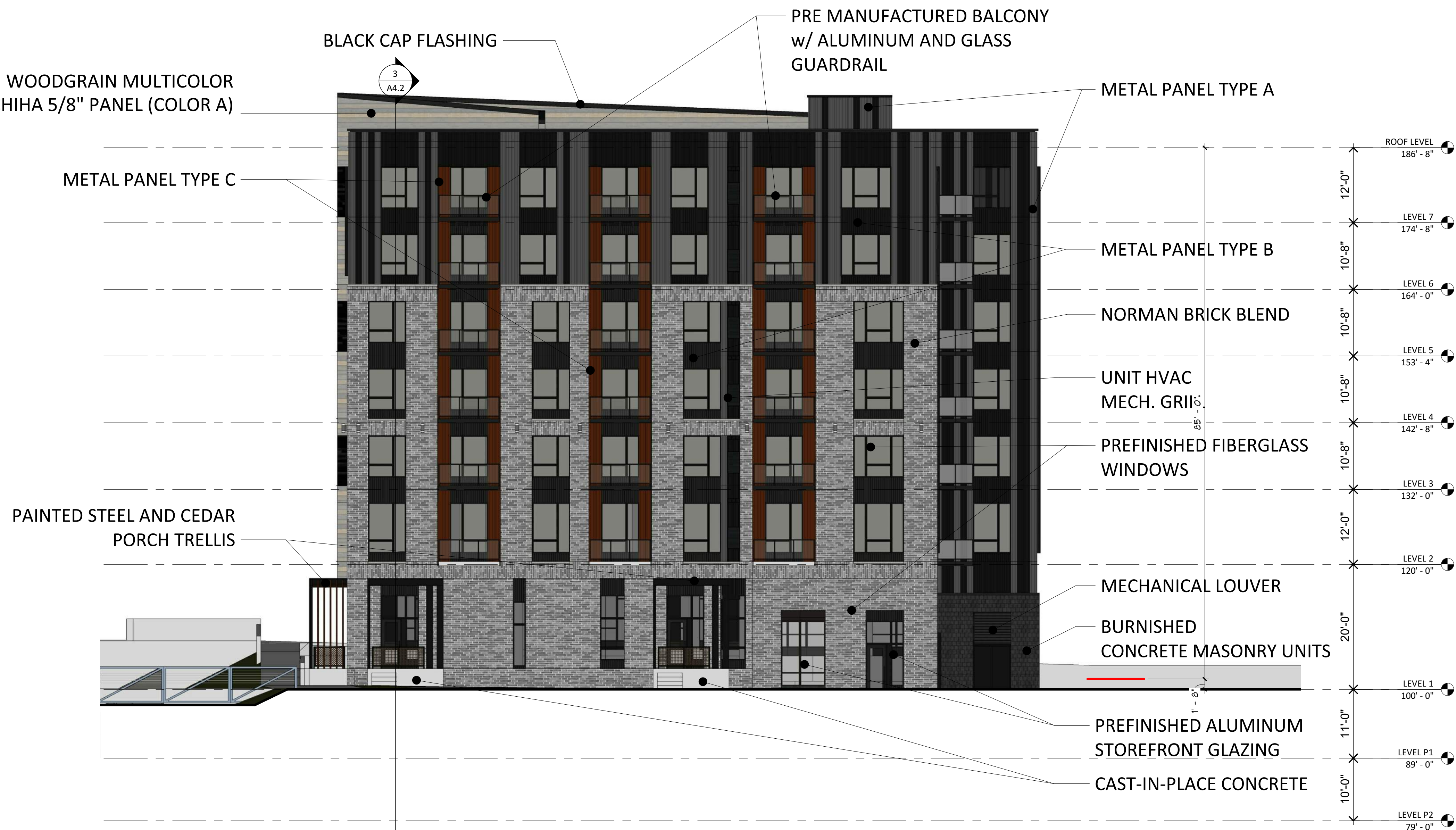
KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

EXTERIOR ELEVATIONS
A310



1 SOUTH ELEVATION
A320 3/32" = 1'-0"



2 EAST ELEVATION
A320 3/32" = 1'-0"

MATERIAL COUNTS				
	NORTH	SOUTH	EAST	WEST
NORMAN BRICK BLEND	12%	18%	12%	26%
METAL PANEL TYPES: A, B OR C	51%	12%	15%	44%
WOODGRAIN MULTICOLOR NICHIIHA 5/8" PANEL - COLORS A OR B	4%	41%	31%	3%
ACCENT METAL PANEL (COLOR C) - RUST	0%	0%	8%	0%
CAST IN PLACE CONCRETE OR INTEGRALLY COLORED CMU	11%	1%	0%	4%
GLAZING (FIBERGLASS & STOREFRONT WINDOWS)	22%	28%	33%	23%
	100%	100%	100%	100%

TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN

TRILOGY
REAL ESTATE GROUP
escg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

NOT FOR
CONSTRUCTION

LUA UPDATE
10/19/2020

ORIGINAL ISSUE:
06/17/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author Checker
DRAWN BY CHECKED BY

KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

EXTERIOR ELEVATIONS

A320

TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

NOT FOR
CONSTRUCTION

LUA UPDATE

10/19/2020

ORIGINAL ISSUE:
07/20/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

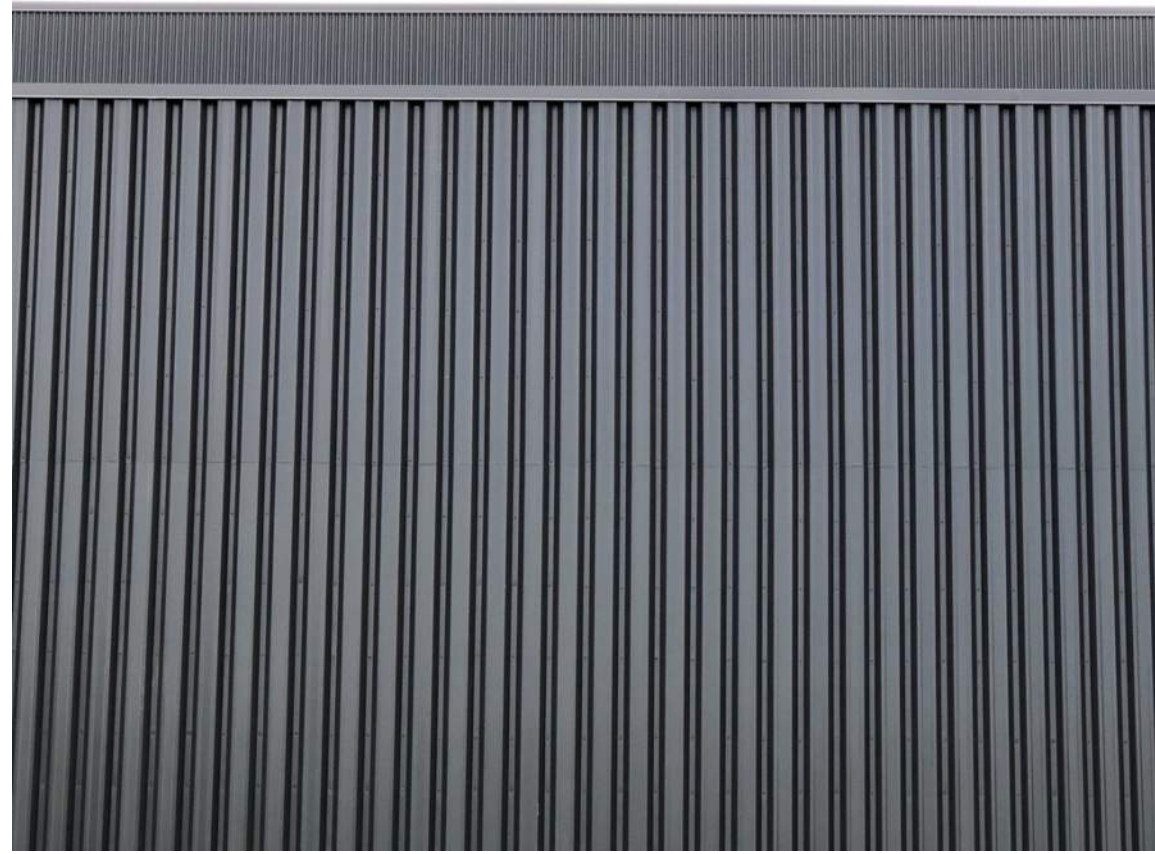
Author Checker
DRAWN BY CHECKED BY

KEY PLAN

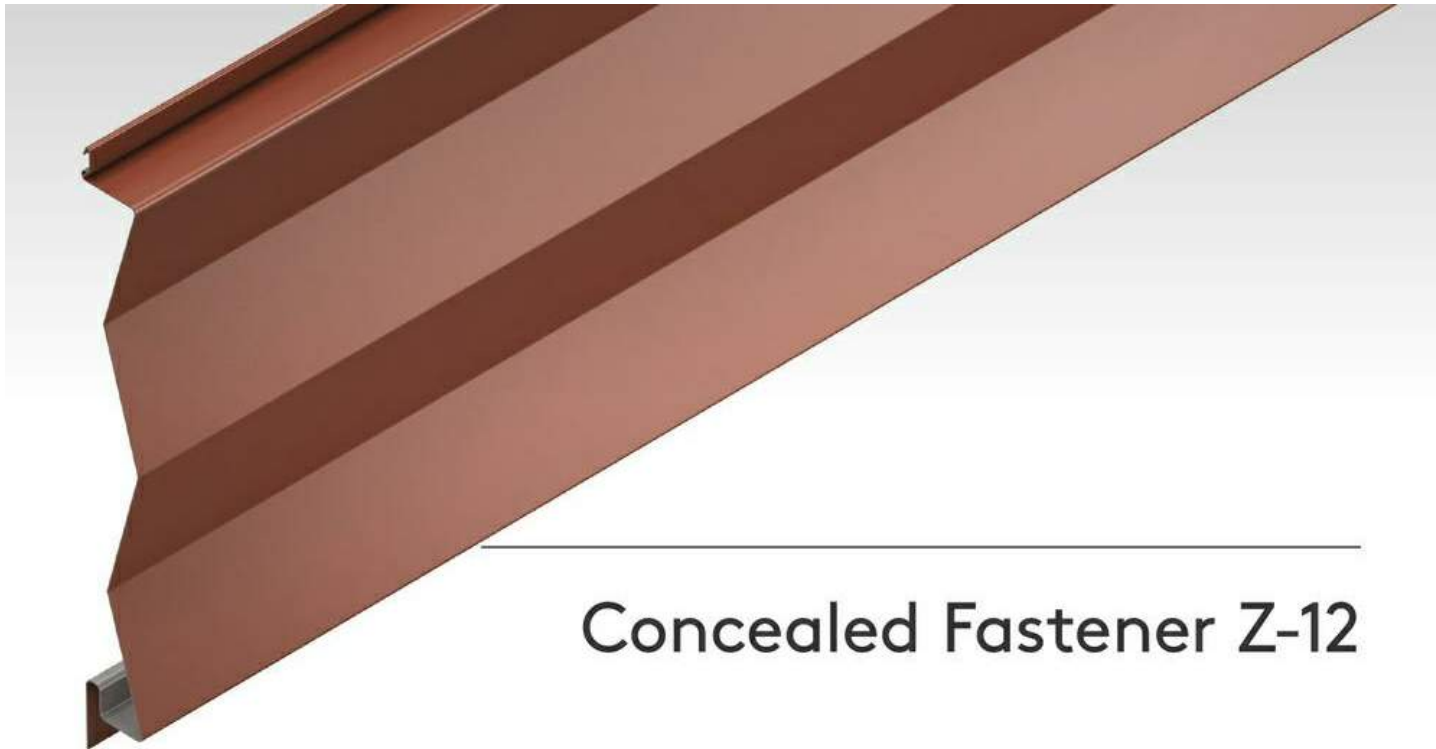
TRILOGY - 2841 Hennepin
Avenue South

BUILDING MATERIALS

A400



BLACK METAL PANEL PRECEDENT IMAGE



Concealed Fastener Z-12



Concealed Fastener W-12

METAL PANEL TYPES A, B & C PROFILE
-COLOR: BLACK, CHARCOAL GRAY & RUST



NORMAN BRICK BLEND



WOODGRAIN MULTICOLOR
NICHHA 5/8" PANEL



July 24, 2020



July 24, 2020



July 24, 2020

TRILOGY
REAL ESTATE GROUP

esg

2841 HENNEPIN AVENUE
Minneapolis, MN

3D Perspective View



July 24, 2020



July 24, 2020



July 24, 2020



July 24, 2020



July 24, 2020

TRILOGY
REAL ESTATE GROUP

esg

2841 HENNEPIN AVENUE
Minneapolis, MN

3D Perspective View



July 24, 2020



July 24, 2020



July 24, 2020



DECEMBER 21 - 9:00AM



MARCH 21 & SEPTEMBER 21 - 9:00AM



JUNE 21 - 9:00AM



DECEMBER 21 - 12:00PM



MARCH 21 & SEPTEMBER 21 - 12:00PM



JUNE 21 - 12:00PM



DECEMBER 21 - 3:00PM



MARCH 21 & SEPTEMBER 21 - 3:00PM



JUNE 21 - 3:00PM

July 24, 2020



August 13, 2020



August 13, 2020



HENNEPIN AVE, LOOKING EAST



GIRARD AVE S, LOOKING NORTHWEST



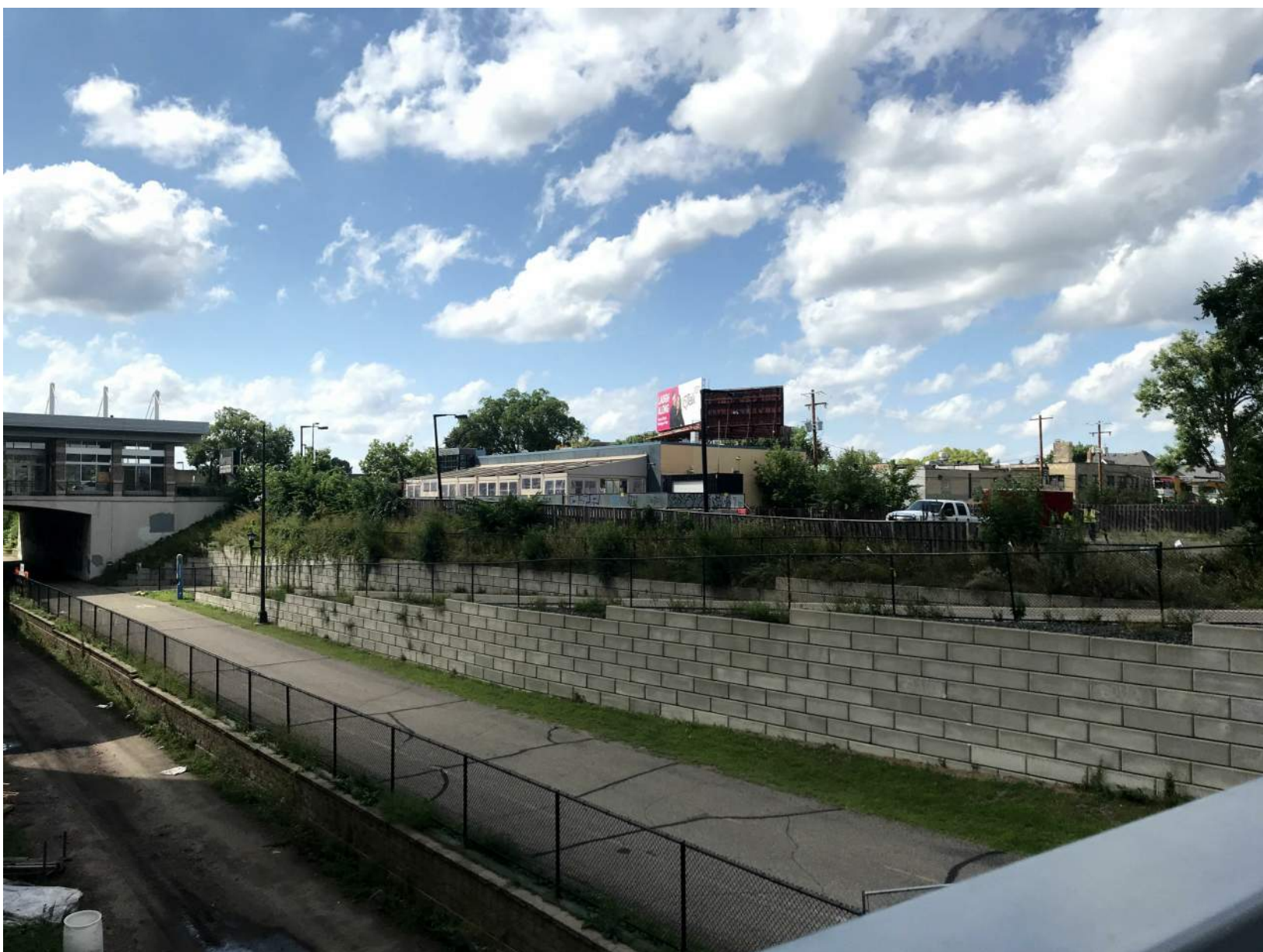
GIRARD AVE S, LOOKING WEST



GIRARD AVE S, LOOKING SOUTHWEST



ACROSS HENNEPIN AVE, LOOKING SOUTHEAST



BRIDGE OVER GREENWAY, LOOKING NORTHWEST



GIRARD AVE S, LOOKING SOUTH



ACROSS HENNEPIN AVE, LOOKING NORTHEAST



AERIAL VIEW LOOKING EAST



AERIAL VIEW SOUTHWEST



TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN

TRILOGY
REAL ESTATE GROUP
esc
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

**NOT FOR
CONSTRUCTION**

LAND USE
APPLICATION
UPDATE
08/14/2020

ORIGINAL ISSUE:
06/17/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author Checker
DRAWN BY CHECKED BY

KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

CONTEXT & IMAGES

A001



DECEMBER 21 - 9:00AM



MARCH/SEPTEMBER 21 - 9:00AM



JUNE 21 - 9:00AM



DECEMBER 21 - 12:00PM



MARCH/SEPTEMBER - 12:00PM



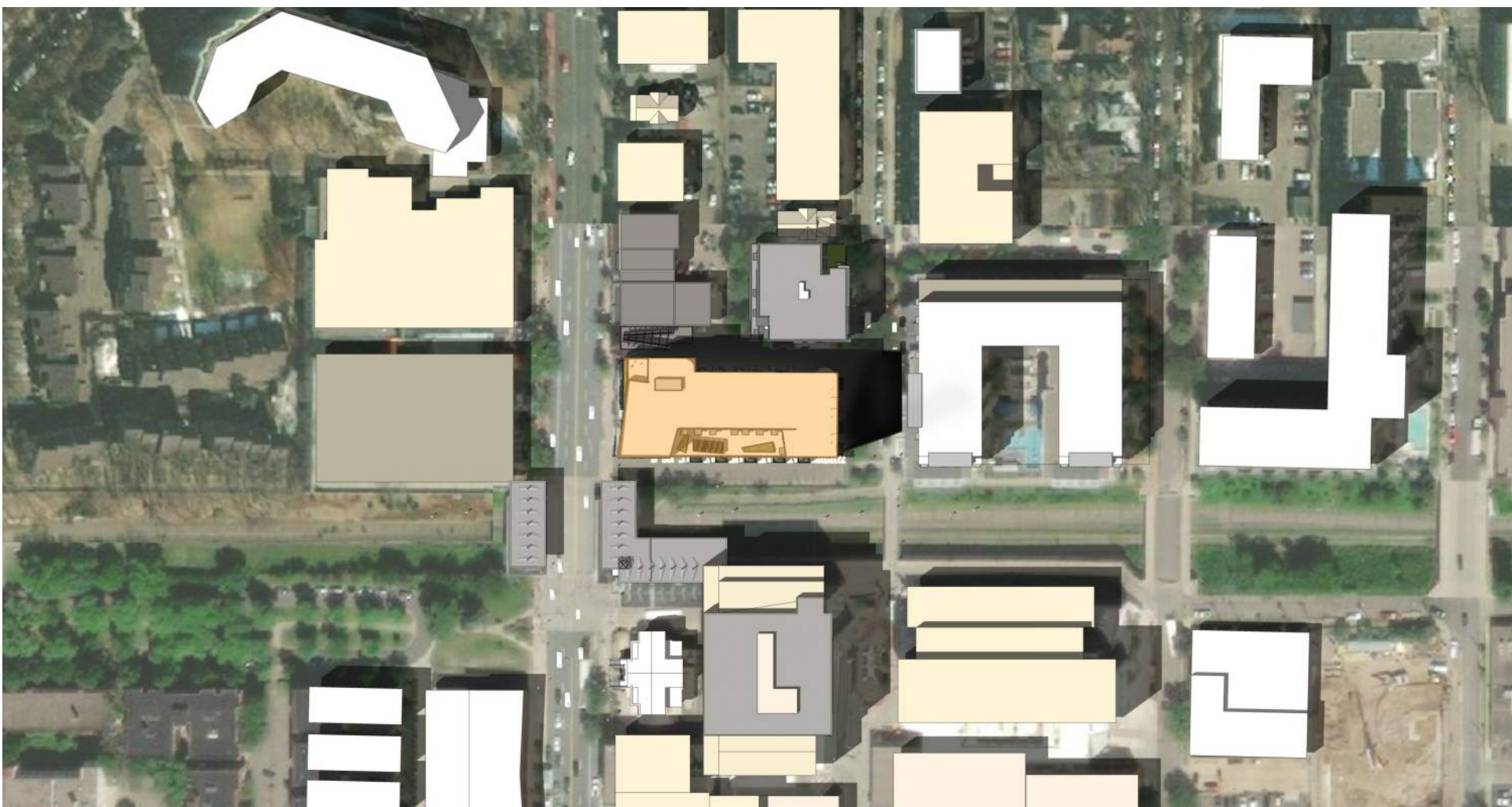
JUNE 21 - 12:00PM



DECEMBER 21 - 3:00PM



MARCH/SEPTEMBER 21 - 3:00PM



JUNE 21 - 3:00PM

TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN

TRILOGY
REAL ESTATE GROUP
esc
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

**NOT FOR
CONSTRUCTION**

LAND USE
APPLICATION
UPDATE
08/14/2020

ORIGINAL ISSUE:
08/14/20

REVISIONS:
No. Description Date

220521
PROJECT NUMBER

Author Checker
DRAWN BY CHECKED BY

KEY PLAN

TRILOGY - 2841 Hennepin
Avenue South

SHADOW STUDIES

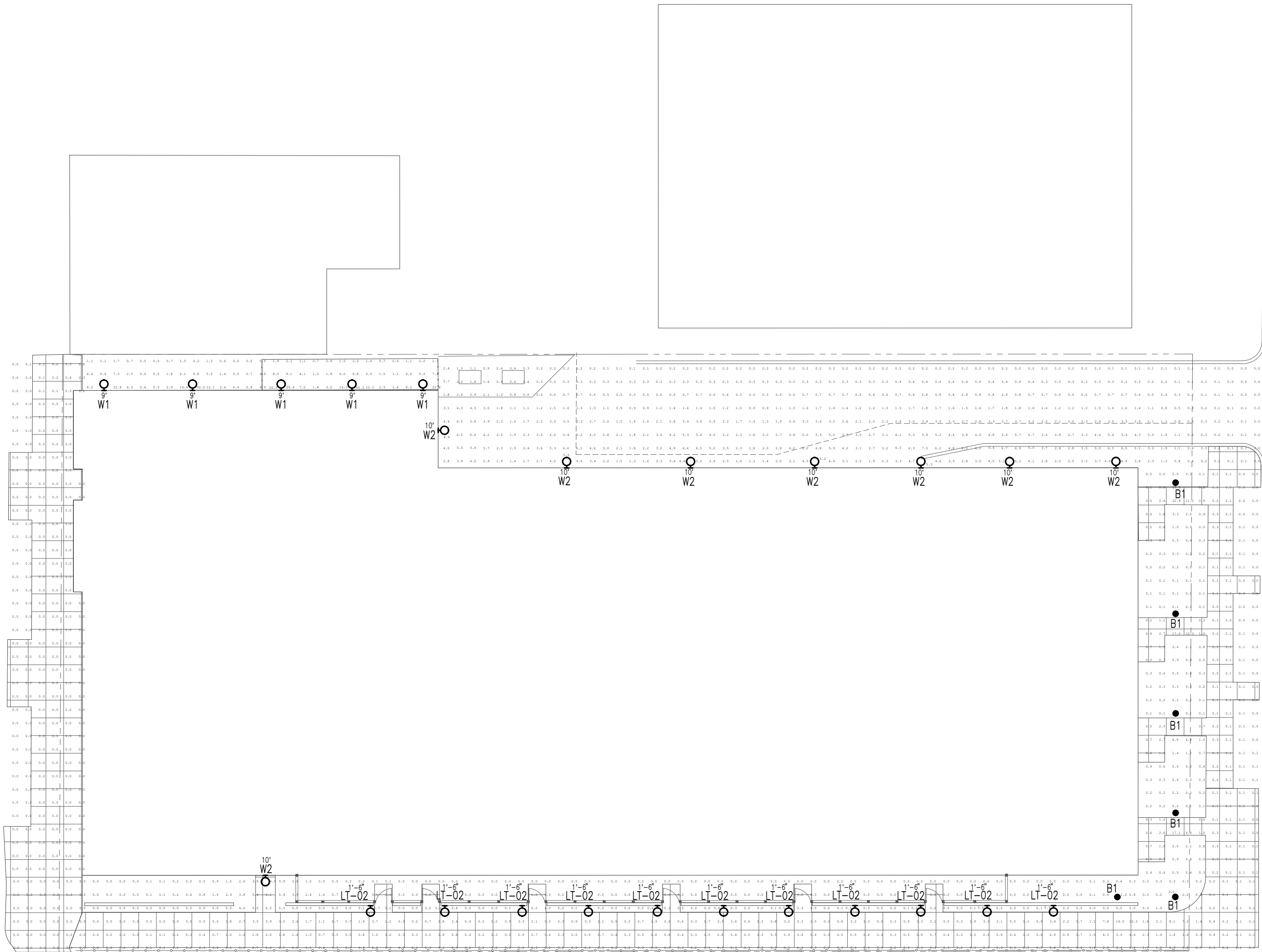
A002

GENERAL NOTES

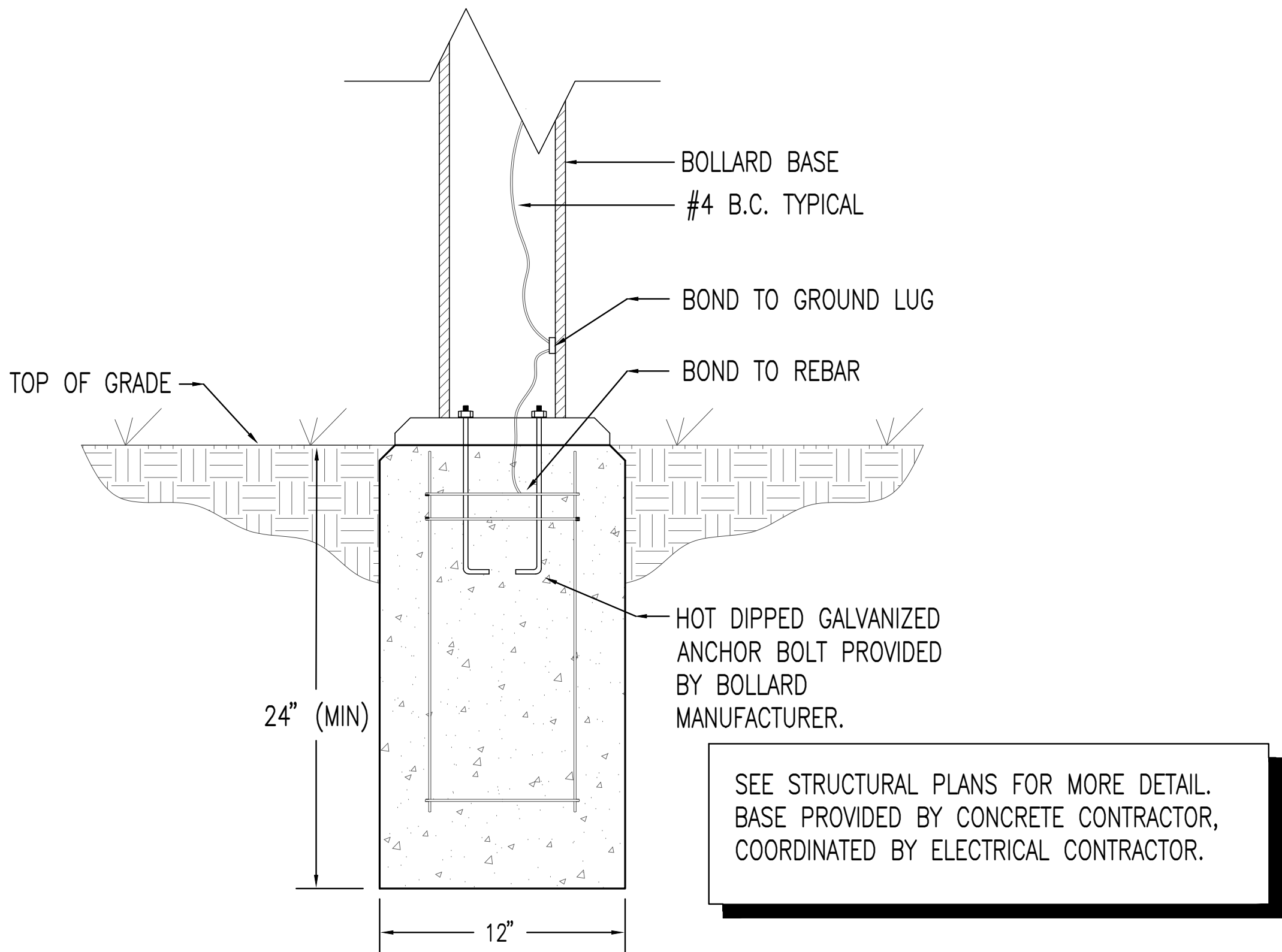
- A. REFER TO SHEETS E0.3 FOR FIXTURE CUTSHEETS.
- B. LIGHTING LEVELS SHOWN ARE MAINTAINED. LIGHT LOSS FACTOR OF 0.90 WAS USED TO ACCOUNT FOR DIRT AND LUMEN DEPRECIATION.
- C. MOUNTING HEIGHTS SHOWN ARE TO BOTTOM OF FIXTURE.
- D. REFER TO DETAIL 2/E0.2 FOR FIXTURE TYPE B1 BASE REQUIREMENTS.

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Dog Walk Alley	Illuminance	Fc	6.85	50.3	0.4	17.13	125.75
East Sidewalk	Illuminance	Fc	0.81	25.0	0.0	N.A.	N.A.
North Drive	Illuminance	Fc	1.95	7.0	0.0	N.A.	N.A.
Property Line East	Illuminance	Fc	1.17	4.6	0.0	N.A.	N.A.
Property Line North	Illuminance	Fc	0.25	1.2	0.0	N.A.	N.A.
Property Line North Building	Illuminance	Fc	0.74	1.3	0.3	2.47	4.33
Property Line South	Illuminance	Fc	0.34	1.9	0.0	N.A.	N.A.
Property Line West	Illuminance	Fc	0.02	0.3	0.0	N.A.	N.A.
South Sidewalk	Illuminance	Fc	0.65	14.0	0.0	N.A.	N.A.
West Sidewalk	Illuminance	Fc	0.04	3.1	0.0	N.A.	N.A.

LIGHT FIXTURE SCHEDULE									
FIXT. TYPE	DESCRIPTION	VOLTAGE	LAMPS		VA/ FIXT.	MANUFACTURER	CATALOG NUMBER		NOTES
			TYPE	QTY./ FIXT.					
B1	31 1/2" TALL, 7" WIDE EXTERIOR DIE CAST MARINE GRADE ALUMINUM LED BOLLARD. IMPACT RESISTANT, IP65 RATING. TEMPERED, IMPACT RESISTANT, CLEAR GLASS LENS. FINISH TO BE SELECTED BY ARCHITECT.	UNIV	LED 3000K	N/A	27	LIGMAN LIGHTING USA	ULB-10861-27w-W30-120/277v		
LT-02	13" WIDE, 4" TALL LED STEP LIGHT. MARINE GRADE ALUMINUM HOUSING, HIGH IMPACT ACRYLIC LENS, IP65 RATED. 405 NOMINAL LUMENS. FINISH TO BE SELECTED BY ARCHITECT.	UNIV	LED 3000K	N/A	11	LIGMAN LIGHTING USA	ULE-40721-11w-A-W30-120/277v		
W1	5" DIAMETER, 7" TALL LED CYLINDER WALL SCONCE. IP65 RATED ALUMINUM HOUSING. 25 DEGREE BEAM SPREAD, 1600 DELIVERED LUMENS. FINISH TO BE SELECTED BY ARCHITECT.	UNIV	LED 3000K	N/A	17	WAC LIGHTING	DS-WS0517-N30S		
W2	17" WIDE, 8 1/2" TALL TRAPAZOID LED WALL MOUNTED FIXTURE. DIE CAST ALUMINUM HOUSING, IP65 RATED. 1,500 NOMINAL LUMENS. FINISH T BE SELECTED BY ARCHITECT.	UNIV	LED 3000K	N/A	11	LITHONIA LIGHTING	WSTLED-P1-30K-VW-MVOLT		



1 PHOTOMETRIC SITE PLAN
SCALE: 1" = 20'-0"



2 POLE BASE DETAIL - B1
NO SCALE

TRILOGY - 2841
Hennepin
Avenue South
Minneapolis, MN

TRILOGY
REAL ESTATE GROUP
esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR
CONSTRUCTION

LAND USE
APPLICATION
SUBMITTAL
07/24/2020

ORIGINAL ISSUE:
07/20/20

REVISIONS:
No. Description Date

4413.0000
PROJECT NUMBER

BJW
DRAWN BY

JJA
CHECKED BY

emanuelson-podas
consulting engineers
Emanuelson-Podas, Inc.
7705 Bush Lake Road
Edina, MN 55425
(952) 930-0050 | www.epinc.com

TRILOGY - 2841 Hennepin
Avenue South

PHOTOMETRIC SITE PLAN

E0.2



TRAVEL DEMAND MANAGEMENT PLAN

2841 HENNEPIN AVENUE

MINNEAPOLIS, MINNESOTA

Prepared for:

Trilogy Real Estate Group
520 West Erie Street, Suite 100
Chicago, IL 60654

Prepared by:

Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100
St. Paul, MN 55114

September 2020



TRAVEL DEMAND MANAGEMENT PLAN

2841 HENNEPIN AVENUE

MINNEAPOLIS, MINNESOTA

PLAN APPROVAL

Trilogy Real Estate Group

By: _____ Dated: _____

Minneapolis Community Planning and Economic Development Department

By: _____ Dated: _____

Minneapolis Public Works Department

By: _____ Dated: _____

TRAVEL DEMAND MANAGEMENT PLAN

2841 HENNEPIN AVENUE

MINNEAPOLIS, MINNESOTA

REPORT CERTIFICATION

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Jacob Rojer, P.E.

License No. 56767

9-22-2020

Date

Contents

1.0	Background	1
	City of Minneapolis Transportation Goals	1
	Travel Demand Management Goals	2
2.0	Zoning and Land Uses	3
3.0	Pedestrian, Bicycle, and Transit	4
	Pedestrian	4
	Bicycle	4
	Transit	5
4.0	Parking	7
	Existing Site	7
	Redeveloped Site	7
5.0	Traffic Operations	8
	Existing Traffic Conditions	8
	Volume Development	9
	Analysis Results	11
	Capacity Analysis Summary	15
6.0	Travel Demand Management Strategies	16
	Strategy Commitments	16
7.0	Appendix	18

Tables

Table 1-1: Mode Split Goals	2
Table 5-1: Vehicle Trip Generation	10
Table 5-2: Level of Service Information	11
Table 5-3: Existing Conditions (2020) AM & PM Peak Operations	12
Table 5-4: Opening Year No-Build Conditions (2022) AM & PM Peak Operations	13
Table 5-5: Opening Year Build Conditions (2022) AM & PM Peak Operations	14

Exhibits (Provided in Appendix A)

Exhibit 1-1: Project Site Location and Study Area

Exhibit 3-1: Bicycle Infrastructure

Exhibit 3-2: Transit Infrastructure

Exhibit 5-1: Existing Geometry and Intersection Control

Exhibit 5-2: Existing Conditions (2020) Peak Hour Traffic Volumes

Exhibit 5-3: Opening Year No-Build Conditions (2022) Peak Hour Traffic Volumes

Exhibit 5-4: Site Trip Distribution

Exhibit 5-5: Site Trip Assignment

Exhibit 5-6: Opening Year Build Conditions (2022) Peak Hour Traffic Volumes

1.0 BACKGROUND

Trilogy Real Estate Group is proposing to construct a seven-story mixed-use development located at 2841 Hennepin Avenue in the City of Minneapolis, Minnesota. The site is located in the Lowry Hill East Neighborhood of Minneapolis. The project location is shown in **Exhibit 1-1** with the proposed development site in blue. All exhibits are provided in **Appendix A**.

The developer is proposing to construct 145 residential units and 2,700 square feet of retail space on the 0.74-acre site. Parking will be created through two levels of underground parking. Vehicle access is proposed off Girard Avenue on the northeast corner of the site. Vehicles will also be able to enter/exit via the alley onto W 28th Street. A site plan is shown in **Appendix B**.

CITY OF MINNEAPOLIS TRANSPORTATION GOALS

The following policies for transportation are included in *Minneapolis 2040*, adopted in 2019 by the Minneapolis City Council and effective as of January 1, 2020:

Policy 1: Increase the supply of housing and its diversity of location and types.

Policy 2: Support employment growth downtown and in places well-served by public transportation.

Policy 4: Improve access to goods and services via walking, biking and transit.

Policy 5: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

Policy 6: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

Policy 16: Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Policy 17: Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.

Policy 18: Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Policy 19: Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Policy 46: Proactively address health hazards in housing and advance design that improves physical and mental health.

Policy 58: Support thriving business districts and corridors that build on cultural assets and serve the needs of Minneapolis residents.

Based on these goals and those of the Draft Transportation Action Plan, availability of transit and bicycle infrastructure, the location of the development, and mode split goals for other developments in the area, the mode split goal for the project is provided in **Table 1-1**.

Table 1-1: Mode Split Goals

Land Use	Bike/Walk/Transit	Auto
Residential	50%	50%
Retail	50%	50%

With the Travel Demand Management Strategies in this report, the proposed development will work toward the mode split goals listed in Table 1-1. A baseline survey at the proposed development will be performed within one year of building occupancy to assess residential tenants' commuting habits. An additional survey will be performed within two years of building occupancy and annually until the mode split goal is achieved.

TRAVEL DEMAND MANAGEMENT GOALS

In an effort to work toward the goals outlined in *Minneapolis 2040*, the City of Minneapolis requires the preparation of a Travel Demand Management Plan (TDMP) for all non-residential development or additions over 100,000 square feet or more of gross floor area or any development or redevelopment projects deemed to have a potential for substantial traffic impact.

This TDMP details the proposed project, including the site's design, location, and proposed amenities that will foster the use of alternate transportation modes by residents, employees, guests and patrons. It also references the anticipated traffic and parking changes and any potential impacts of these changes. Finally, the plan outlines specific mitigation strategies that Trilogy Real Estate Group will commit to on behalf of the future tenants. These strategies are intended to reinforce the land use selected, site design, and amenities proposed to encourage the use of alternate modes of travel, enhance pedestrian friendliness, and create a balance between all users of the local transportation system.

2.0 ZONING AND LAND USES

The existing primary zoning of the site is C3A Community Activity Center District. The City of Minneapolis describes the C3A district as follows:

"The C3A Community Activity Center District is established to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services. In addition to entertainment and commercial uses, residential uses, institutional uses, parking facilities, limited production and processing and public services and utilities are allowed."

The site is also within a Pedestrian Overlay District. The City of Minneapolis describes the Pedestrian Overlay District as follows:

"The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses."

3.0 PEDESTRIAN, BICYCLE, AND TRANSIT

PEDESTRIAN

The site is located within the Pedestrian Oriented Overlay District, as noted in Section 2 of this report, to encourage the pedestrian character of new developments. There is a strong grid network of sidewalks within the surrounding area that allows residents of the development to walk to their destinations rather than rely on a vehicle. Situated on Hennepin Avenue, there are dense retail and entertainment opportunities within a ten-minute walking radius, including two grocery stores and a number of bars and restaurants. The site is also located next door to the Uptown Transit Center, providing for easy pedestrian connections to transit.

The site is well positioned to provide pedestrian access to nearby recreational resources as well. The Midtown Greenway trail is accessible from Girard Avenue on the southeast corner of the site. In addition to being a destination in and of itself, the trail provides access to Lake of the Isles and Bde Maka Ska a half mile to the west. The site will provide a public promenade connection along the south edge of the site from Hennepin Avenue to the entrance to the Midtown Greenway at Girard Avenue.

Hennepin Avenue adjacent to the site is a busy four lane roadway. All nearby intersections with Hennepin Avenue are signalized with marked crosswalks, providing pedestrian crossing opportunities. Pedestrians are also able to access the central Uptown entertainment area via a car-free pedestrian promenade where Girard Avenue is interrupted north of Lagoon Avenue.

It should be noted that Hennepin Avenue within the study area will be reconstructed in 2023 and 2024. The vision for the corridor is to enhance the pedestrian experience and create safer pedestrian crossings. This development aids that vision by removing a driveway access along Hennepin Avenue.

BICYCLE

The site is well-situated to promote bicycling as a viable mode of transportation. Error! Reference source not found. shows the existing bicycle infrastructure accessible from the site, including on-street bike lanes, paved trails, and Nice Ride stations. The site is adjacent to a Midtown Greenway on-ramp at Girard Avenue, providing access to the trail that spans from the western suburbs to the Mississippi River and the Grand Rounds Regional Trail system (51 miles of off-street trails in Minneapolis). The site is also adjacent to the eastbound protected on-street bike lane on East 28th Street, connecting Hennepin Avenue to Hiawatha Avenue and the Midtown Greenway. Hennepin Avenue is also identified in the City's *Transportation Action Plan* as part of the All Ages and Abilities (AAA) bicycle network. The addition of a bikeway on Hennepin Avenue is currently being evaluated as part of the design for the Hennepin Avenue reconstruction project.

To promote bicycle use, the developer plans to provide secure bicycle storage in the underground parking garage, as well as provide surface bicycle parking spaces. The developer will comply with the bicycle parking provisions as outlined in Section 541.180 of the Zoning Code. The Zoning Code requires at least one bicycle parking space per two dwelling units, with at least 90 percent of these spaces meeting the requirements for long-term bicycle parking. The developer plans on surpassing the minimum requirement of 75 long-term spaces by providing 145 long-term indoor bicycle parking spaces in a bike room on the ground level as well as bike storage at the back of the parking stalls along the perimeter of the parking ramp. An additional 12 short-term bicycle parking spaces will be provided along Hennepin Avenue near the retail entrances.

TRANSIT¹

Transit service in the project area is widely available with routes adjacent to the proposed site and within several blocks of the proposed site. **Exhibit 3-2** shows the project area with all transit routes near the site.

BUS SERVICE

The site is next door to the Uptown Transit Center and is served by six bus routes. These include:

Route 6 is a local route between Southdale Center in Edina and the University of Minnesota, via downtown Minneapolis. The route operates at headways between 4-10 minutes during rush hours and every 15 minutes at off peak hours, seven days a week.

Route 12 is a local bus route from Minnetonka, Hopkins, St. Louis Park, along Excelsior Boulevard and Hennepin Avenue to downtown Minneapolis. The route operates only during rush hours at headways between 15-30 minutes.

Route 17 is a local bus route from Hopkins, St. Louis Park, along Minnetonka Boulevard and Hennepin Avenue to downtown Minneapolis. The route operates at headways between 5-15 minutes during rush hours and 15 minutes during midday service. Evening and Weekend service is available with headways of 15-60 minutes.

Route 21 is a local bus route providing high frequency service along Lake Street from the Uptown Transit Station to Downtown St. Paul. The route connects with the **METRO Blue Line** light rail between downtown Minneapolis and the Mall of America in Bloomington via a station at Lake Street and Hiawatha.

Route 23 is a local bus route between the Uptown Transit Station and Highland Park via 38th Street. The route operates at headways of 20 minutes during rush hours, 20-30 minutes during midday service, and 30 minutes during evening service. Saturday and Sunday service is provided with headways between 20-30 minutes.

Route 53 is a limited stop bus route providing service along Lake Street from the Uptown Transit Station to Downtown St. Paul, similar to Route 21. The route connects with the **METRO Blue Line** light rail between downtown Minneapolis and the Mall of America in Bloomington via a station at Lake Street and Hiawatha. The route operates only during rush hours at headways between 20-30 minutes.

Route 114 is a limited stop bus route providing service from Uptown area to the University of Minnesota. The route operates at headways between 10-40 minutes during rush hours and 10-60 minutes during midday service. There is no evening or weekend service.

Route 115 is a limited stop bus route providing service from Uptown area to the University of Minnesota, similar to Route 114. The route operates only during the evenings with four trips per day.

Route 612 is a local bus route, similar to Route 12, from Minnetonka, Hopkins, St. Louis Park, along Excelsior Boulevard to Uptown. Route 12 replaces this route during the rush hours. This route operates at headways of 20-40 minutes during midday service, and 30-60 minutes during evening service. Saturday and Sunday service is provided with headways between 30-60 minutes.

¹ Transit routes and frequencies described in this section reflect conditions prior to March 2020 when service levels were reduced in response to COVID-19.

FUTURE BRT SERVICE

The site is also on the planned **E Line Bus Rapid Transit (BRT)** route. The E Line will connect the Southdale medical and shopping centers in Edina with an undetermined eastern terminus around the Westgate LRT Station on the METRO Green Line, via Downtown Minneapolis. Bus rapid transit will provide this corridor with high frequency service (10 minute headways). The proposed E Line bus rapid transit stations will include shelters with light and on-demand heat, real-time signs and ticket machines.

The planned B Line BRT will also serve this corridor in the future. The B Line will run along Lake Street, mirroring the current Route 21 from Uptown Minneapolis to Downtown St. Paul.

4.0 PARKING

EXISTING SITE

The proposed site is located in a C3A zoning district and a pedestrian oriented overlay district. The parking requirements and the proposed number of spaces for each of the land uses within the proposed redevelopment site are provided in this section. There is currently some parking on site that served the former restaurant.

REDEVELOPED SITE

According to Chapter 541: Off-Street Parking and Loading within the Minneapolis Code of Ordinances, the off-street parking requirements for residential land uses is a minimum of one parking space per dwelling unit with no defined maximum number of spaces. A reduction of 50 percent of residential parking stalls from the minimum requirement is authorized based on the Transit Incentive for Multiple-Family Dwellings in section 541.200 of the Minneapolis Code of Ordinances.

For the proposed residential building, it is anticipated that a significant proportion of daily trips by residents will be taken via alternative modes of transportation, including transit, bike, and walk trips. Many residents who travel by other modes of transportation are still likely to own a vehicle, however. The developer is therefore proposing to provide 114 parking stalls, including five (5) handicap stalls, in an underground structured parking garage. These parking stalls would only be available to residents. With 145 dwelling units planned for the development, the parking ratio for residential parking is 0.79 stalls per dwelling unit. Residential parking stall costs will be separated from leases and renting a parking stall will not be mandatory for residents.

According to the Code of Ordinances, one (1) parking space is required for every 500 square feet of floor area in excess of 4,000 square feet. However, the site falls within the Hennepin, Lyndale, Lagoon, and Lake area of the pedestrian overlay district. As such, the retail use does not have a minimum vehicle parking requirement. The proposed retail spaces account for 2,700 square feet, and do not have a minimum parking threshold.

LOADING

For residential multi-family dwellings of 100 to 250 units, the City requires one small off-street loading space (Code 541.490). The City defines a small space as at least ten (10) feet in width by at least twenty-five (25) feet in length (Code 541.560).

The proposed retail on site falls below the minimum 20,000 square foot to trigger designated loading spaces. The code states that retail of this size should:

"...provide adequate shipping and receiving facilities, accessible by motor vehicle off any adjacent alley, service drive or open space on the same lot."

Based on this requirement, the developer plans to provide a small loading space on the north side of the development adjacent to the alley, compliant with size requirements outlined by the City. This will meet the minimum loading requirements specified in the City of Minneapolis Zoning Code for both the residential and retail uses.

5.0 TRAFFIC OPERATIONS

An analysis of the potential traffic impacts associated with the proposed development site was completed. The assumptions, methodology, results, and recommended improvements are detailed in this section. The following study intersections were analyzed for potential traffic impacts:

- Hennepin Avenue S & W 28th Street
- W 28th Street & Girard Avenue S

The traffic conditions at these intersections were analyzed under three scenarios during the AM and PM peak hours of traffic using Synchro/SimTraffic 10:

- Existing Conditions (2020)
- Opening Year No-Build Conditions (2022)
- Opening Year Build Conditions (2022)

Street types listed in the following section are based on the functional classifications defined in the Metropolitan Council Functional Roadway Classification Map. The 2019 AADTs reported in the following section were obtained from the MnDOT Traffic Mapping Application.

EXISTING TRAFFIC CONDITIONS

Hennepin Avenue S is a two-way roadway that is classified as an A-Minor Augmentor roadway. Hennepin Avenue S is primarily undivided, and it extends from Highway 280 near the Minneapolis/St. Paul border to Southwest Minneapolis and runs through downtown Minneapolis. Near the proposed site, Hennepin Avenue S has two lanes in each direction plus a dedicated southbound bus lane during the PM peak period. On-street parking is permitted along the northbound side of the roadway, and on-street is permitted in the bus lane outside of the PM peak period. The speed limit was changed to 25 mph during the summer of 2020. Hennepin Avenue is located along the western edge of the proposed site. The AADT volume on Hennepin Avenue near the site was 24,300 vehicles per day (vpd). Hennepin Avenue S is controlled by a traffic signal at the intersection with W 28th Street. Hennepin Avenue in the study area is planned to be rebuilt in 2023 and 2024. The vision for the corridor is to prioritize pedestrian, bicycle, and transit infrastructure above people in motor vehicles.

W 28th Street is a primarily one-way eastbound roadway that is classified as a B-Minor roadway. 28th Street begins to the west at the Lake of the Isles and runs continuously to Minnesota Trunk Highway 55 to the east. It serves as a one-way roadway between Hennepin Avenue S and Cedar Avenue. In the vicinity of the site, W 28th Street has one eastbound traffic lane and one protected eastbound bicycle lane. The speed limit along the roadway was changed to 25 mph during the summer of 2020. On-street parking is allowed on the north side of the roadway. The AADT volume on this section of W 28th Street was 4,350 vpd. The intersection W 28th Street with Girard Avenue S is side street stop controlled.

Girard Avenue S is a two-way local roadway. The speed limit on all residential streets in Minneapolis will be lowered to 20 mph in the fall of 2020. It is an undivided roadway with one lane in each direction. Near the site, Girard Avenue S runs continuously from the proposed site access adjacent to the Midtown Greenway to the intersection of Hennepin Avenue S. Girard Avenue S extends further north and south beyond these limits but does not have direct connections and requires diverting to other roadways. On-street parking is permitted on both sides of the roadway. Girard Avenue S is located along the eastern edge of the proposed site, and it does not have a posted AADT volume.

The existing lane configurations of these roadways at the study intersections are provided in Error! Reference source not found..

VOLUME DEVELOPMENT

To analyze traffic operations at the study intersections, historic turning movement count data was utilized for the Hennepin Avenue S & W 28th Street intersection. The traffic count was completed by the City of Minneapolis on a weekday in August 2019. New counts were not conducted as part of this study because traffic volumes and patterns were being affected by COVID-19. Traffic volumes at W 28th Street & Girard Avenue were estimated based on the traffic counts at the adjacent intersections, Hennepin Avenue & W 28th Street and Emerson Avenue & W 28th Street, and the land uses along Girard Avenue. The network peak hours were determined to occur from 7:45 to 8:45 AM and from 5:30 to 6:30 PM. Peak hour factors of 0.96 and 0.97 were used for the AM and PM peak hours of analysis, respectively, based on the turning movement count completed at Hennepin Avenue S & W 28th Street. Heavy vehicle percentages were applied by movement at the intersection, with a minimum of two percent assumed. The heavy vehicle percentages were carried through to the W 28th Street and Girard Avenue S intersection due to the lack of turning movement count data at the study intersection.

A background growth rate of 0.5 percent per year was applied to the 2019 traffic volumes to get the 2020 existing traffic volumes.

The raw traffic count data for the study intersections is shown in **Appendix C**.

BACKGROUND GROWTH

The proposed development is expected to be completed in 2022. Therefore, the No-Build and Build traffic analyses were conducted for the year 2022.

The estimated turning movement volumes for Existing Conditions (2020) are shown in **Exhibit 5-2**.

The AADT volume history on the roadway network adjacent to the site shows minimal to no growth. A background growth rate of 0.5 percent per year was used to project 2022 background traffic volumes to provide a conservative estimate for the anticipated future traffic volumes. The Opening Year No-Build (2022) scenario turning movement volumes are provided in Error! Reference source not found..

TRIP GENERATION

The trip-generating potential of the proposed development was calculated using information within the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition. Standard ITE trip rates were used to develop the total site trips generated by the site. Based on the mode split goals of the development, a 50 percent reduction was applied to all vehicle trips to account for multimodal utilization on the site.

The "Multifamily (Mid-Rise)" land use (ITE code 221) was assumed for the proposed residential units. The average rate was used for the calculation of trips generated by the multifamily land use. The proposed residential development is planned to have 145 dwelling units.

Land use code ITE 930, fast casual restaurant, was assumed for the proposed commercial space on the site. The average rate was used for calculation of trips generated by the land use. The proposed retail portion of the site is anticipated to be 2,700 square feet of space along Hennepin Avenue.

Table 5-1 summarizes the total trip generation. Entering and exiting site trip volumes were rounded to the nearest five vehicles.

Table 5-1: Vehicle Trip Generation

Code	Land Use Description	Units	No.	AM Peak Hour			PM Peak Hour		
				Trips Enter	Trips Exit	Total Trips	Trips Enter	Trips Exit	Total Trips
221	Multifamily Housing (Mid-Rise)	DU	145	14	40	54	40	26	66
930	Fast Casual Restaurant	SF	2,700	4	2	6	21	17	38
Total Site Trips				18	42	60	61	43	104
Mode Split Reduction – 50% Non-Auto				-9	-21	-30	-30	-22	-52
Total External Site Trips				9	21	30	31	21	52
Rounded Total External Site Trips				10	20	30	30	20	50

With the addition of the proposed site, it is estimated that an additional 30 vehicle trips will be generated during the weekday AM peak hour (10 entering, 20 exiting) and 50 vehicle trips will be generated during the weekday PM peak hour (30 entering, 20 exiting).

TRIP DISTRIBUTION AND ASSIGNMENT

The vehicle trip distribution for the site traffic was developed based on current traffic patterns in the area and a general assessment of the major regional roadways outside of the study area. Access to the site is proposed on Girard Avenue S approximately 450 feet south of the W 28th Street & Girard Avenue S study intersection, near the end of the roadway.

Based on access to the regional transportation system near the study area, a majority of the site trips would be expected to utilize Hennepin Avenue and Lake Street as they provided connections to I-94 & I-35W. Because W 28th Street is an eastbound one-way road, it is anticipated that the majority of the site trips will use Hennepin Avenue & W 28th Street intersection to get to the site access. Leaving the site, it is anticipated that vehicles will use Girard Avenue to get back to Hennepin Avenue and W 28th Street to get to Lake Street. In general, the following trip distribution was assumed for trips entering and exiting the site:

60% of the trips from the north via Hennepin Avenue
 40% of the trips from the south via Hennepin Avenue
 65% of the trips to the north via Girard Avenue destined for Hennepin Avenue
 35% of the trips to the east via W 28th Street

While the site also has access via the alley that connects to W 28th Street between Hennepin Avenue and Girard Avenue, for the purposes of this study, it was assumed that all vehicles would use the Girard Avenue to access the site as the alley would not provide a faster route for the proposed site. In addition, there will be no on-site parking for the retail land use, but the trips were added to the distribution to account for vehicles that would enter the study area but would need to utilize street parking.

The trip distribution for the site-generated traffic at all study intersections is shown in **Exhibit 5-4**. A map displaying the site-generated trip assignment based on this distribution is provided in **Exhibit 5-5**.

Exhibit 5-6 provides the total peak hour traffic volumes for Opening Year Build Conditions (2022). This is a combination of the Opening Year No-Build (2022) traffic volumes and the site-generated traffic volumes for the proposed development.

ANALYSIS RESULTS

Models of each scenario were developed using Synchro/SimTraffic, and the delay and vehicle queueing were evaluated for each scenario.

The Existing Conditions (2020) scenario was analyzed to provide an understanding of the existing delay and queueing issues within the study area. The Opening Year No-Build Conditions (2022) were then analyzed to provide an understanding of any potential delay or queueing issues within the project area that are likely to occur without the development of the site. Lastly, the Opening Year Build Conditions (2022) were analyzed to identify any locations within the network that may be directly impacted by the development of the site and the new trips it is anticipated to generate.

INTERSECTION CAPACITY ANALYSIS

The capacity of an intersection quantifies its ability to accommodate traffic volumes and is measured in average delay per vehicle. It is expressed in terms of level of service (LOS) which ranges from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queueing. A detailed description of each LOS rating can be found in **Table 5-2**. The range of control delay for each rating (as detailed in the HCM) is also shown in Table 5-2. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, higher delays are tolerated for the corresponding LOS ratings. For the purposes of this study, LOS A through LOS D are considered acceptable service levels.

Table 5-2: Level of Service Information

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	0-10 (Unsignalized); 0-10 (Signalized)	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	>10-15 (Unsignalized); >10-20 (Signalized)	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	>15-25 (Unsignalized); >20-35 (Signalized)	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	>25-35 (Unsignalized); >35-55 (Signalized)	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	>35-50 (Unsignalized); >55-80 (Signalized)	High control delay; average travel speed no more than 33 percent of free flow speed.
F	>50 (Unsignalized); >80 (Signalized)	Extremely high control delay; extensive queueing and high volumes create exceedingly restricted traffic flow.

The 95th percentile queue results for each scenario were compared to the existing storage length for each intersection movement to determine if any spillback occurs. For this study, the storage length is considered to be the distance to the nearest upstream full-access public intersection or signalized intersection for through lanes or where exclusive turn lanes are not provided. The queueing results of short unstriped storage lanes that were added to the traffic model are not discussed in the capacity analysis because these lanes were only

modeled to replicate real-world conditions. Any potential queue spillback from them does not necessarily indicate an operations issue.

Existing geometric conditions were used for two study area intersections in all analysis scenarios. Hennepin Avenue is going to be reconstructed by 2025, but the proposed design is unknown at this time and will not be completed by the Opening Year of the development.

Existing Conditions (2020)

The SimTraffic intersection delay results for the Existing Conditions (2020) are shown in **Table 5-3**.

Under Existing Conditions (2020), all intersections are operating at LOS C or better during both peak hours. Additionally, all individual movements operate at a LOS D or better during both peak hours except for the following movements:

- Hennepin Avenue & W 28th Street: The northbound left-turning movement operate at LOS E during the PM peak hour. This movement is near the LOS D/E threshold. This is a very low-volume movement, with only 25 vehicles making the left-turn in the AM and in the PM peak hours.

Based on the 95th percentile queue results for Existing Conditions (2020), no queue spillback is occurring into upstream intersections.

The SimTraffic reports, which include the 95th percentile queueing results, are provided in **Appendix D**.

Table 5-3: Existing Conditions (2020) AM & PM Peak Operations

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
AM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	34.7	C	40.3	D	21.2	C	15.9	B
		WB	-	-	-	-	-	-		
		NB	24.8	C	15.3	B	8.1	A		
		SB	24.2	C	12.3	B	8.0	A		
Girard Avenue & W 28 th Street	Side Street Stop	EB	0.7	A	0.8	A	1.0	A	1.6	A
		WB	-	-	-	-	-	-		
		NB	-	-	5.3	A	3.1	A		
		SB	4.6	A	4.5	A	-	-		
PM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	36.8	D	44.5	D	36.1	D	26.8	C
		WB	-	-	-	-	-	-		
		NB	60.4	E	26.3	C	14.2	B		
		SB	47.7	D	23.7	C	13.8	B		
Girard Avenue & W 28 th Street	Side Street Stop	EB	0.8	A	1.0	A	1.0	A	1.6	A
		WB	-	-	-	-	-	-		
		NB	-	-	6.3	A	4.0	A		
		SB	5.6	A	5.8	A	-	-		

Opening Year No-Build Conditions (2022)

For Opening Year No-Build Conditions (2022), all signal timing remained the same as Existing Conditions (2020) and no geometric changes were assumed. The SimTraffic intersection delay results for Opening Year No-Build Conditions (2022) are shown in **Table 5-4**.

Under Opening Year No-Build Conditions (2022), all intersections are expected to operate at LOS C or better during both peak hours. Additionally, all individual movements are expected to operate at LOS D or better during both peak hours except the following movements:

- Hennepin Avenue & W 28th Street: The northbound left-turning movement would operate at LOS E during the PM peak hour. This movement is near the LOS D/E threshold.

Based on the 95th percentile queue results for Opening Year No-Build (2022), no queue spillback is occurring into upstream intersections.

The SimTraffic reports, which include the 95th percentile queueing results, are provided in **Appendix D**.

Table 5-4: Opening Year No-Build Conditions (2022) AM & PM Peak Operations

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
AM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	37.6	D	37.6	D	23.6	C	15.6	B
		WB	-	-	-	-	-			
		NB	23.4	C	14.5	B	8.8	A		
		SB	25.1	C	12.3	B	6.4	A		
Girard Avenue & W 28 th Street	Side Street Stop	EB	0.7	A	0.9	A	1.2	A	1.5	A
		WB	-	-	-	-	-			
		NB	-	-	5.0	A	3.0	A		
		SB	5.0	A	4.8	A	-	-		
PM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	35.3	D	40.1	D	34.4	C	26.6	C
		WB	-	-	-	-	-			
		NB	55.8	E	23.4	C	13.0	B		
		SB	50.0	D	25.1	C	14.2	B		
Girard Avenue & W 28 th Street	Side Street Stop	EB	0.9	A	1.0	A	1.1	A	1.6	A
		WB	-	-	-	-	-			
		NB	-	-	6.7	A	4.7	A		
		SB	5.8	A	7.8	A	-	-		

Opening Year Build Conditions (2022)

An analysis of the Opening Year Build Conditions (2022) was conducted during the AM and PM peak hours of traffic to evaluate the potential impacts due to site generated trips. All signal timing and intersection geometry remained the same as the Opening Year No-Build Conditions (2022). The Opening Year Build Conditions (2022) traffic volumes were based on the site traffic that would be generated from the proposed development. The SimTraffic intersection delay results for Opening Year Build Conditions (2022) are shown in **Table 5-5**.

Under Opening Year Build Conditions (2022), all intersections are expected to operate at LOS C or better during both peak hours. Additionally, all individual movements are expected to operate at LOS D or better during both peak hours except the following movements:

- Hennepin Avenue & W 28th Street: The northbound left-turning movement would operate at LOS E during the PM peak hour. This movement is near the LOS D/E threshold, similar to the Existing and No Build scenarios.

Based on the 95th percentile queue results for Opening Year Build (2022), no queue spillback is occurring into upstream intersections.

The SimTraffic reports, which include the 95th percentile queueing results, are provided in **Appendix D**.

All delay issues in the Build Conditions are existing and not the result of the additional development traffic in the study area.

Table 5-5: Opening Year Build Conditions (2022) AM & PM Peak Operations

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
AM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	39.9	D	40.9	D	29.0	C	16.4	B
		WB	-	-	-	-	-			
		NB	19.9	B	14.9	B	9.8	A		
		SB	27.8	C	13.0	B	7.3	A		
Girard Avenue & W 28 th Street	Side Street Stop	EB	0.7	A	0.8	A	1.1	A	1.7	A
		WB	-	-	-	-	-			
		NB	-	-	4.8	A	3.6	A		
		SB	4.7	A	5.6	A	-	-		
PM Peak Hour										
Hennepin Avenue & W 28 th Street	Signal	EB	45.0	D	42.3	D	34.9	C	27.6	C
		WB	-	-	-	-	-			
		NB	57.0	E	24.4	C	13.1	B		
		SB	50.7	D	25.3	C	15.2	B		
Girard Avenue & W 28 th Street	Side Street Stop	EB	1.0	A	1.1	A	1.2	A	1.7	A
		WB	-	-	-	-	-			
		NB	-	-	6.5	A	4.1	A		
		SB	6.4	A	5.9	A	-	-		

CAPACITY ANALYSIS SUMMARY

A capacity analysis was completed for the study intersections for three scenarios: Existing Conditions (2020), Opening Year No-Build Conditions (2022), and Opening Year Build Conditions (2022).

Under Existing Conditions (2020) and Opening Year No-Build (2022), all study intersections currently operate and are anticipated to operate at an overall intersection LOS C or better in both peak hours. With the addition of the anticipated site traffic for the Opening Year Build Conditions (2022), the overall intersection LOS for all study intersections remains at LOS C or better during both peak hours. The delay and LOS of individual movements showed no significant changes between the Opening Year Build and No-Build conditions.

Based on the capacity analysis completed for the proposed development, no significant impacts in traffic conditions are expected in the study area due to the additional site traffic. As such, no mitigations are suggested for the project area as a result of the development.

6.0 TRAVEL DEMAND MANAGEMENT STRATEGIES

The purpose of this TDMP is to assist the City of Minneapolis to achieve their overall transportation goals as they relate specifically to the 2841 Hennepin Avenue site by managing and minimizing the vehicle trips generated by the development.

This section outlines specific travel demand management strategies to be implemented by the developer. The strategies detail the duties of the developer in addressing the transportation issues cited in this document.

The property owner, by accepting the responsibility of implementing the items below for the proposed development, desires to help the City of Minneapolis achieve their goal of enhancing the local transportation system by lowering peak hour demand, and helping to achieve a balance in the needs of all transportation system users.

STRATEGY COMMITMENTS

The developer specifically commits to the implementation of the following measures for the project:

GENERAL

1. Designate a TDM liaison for the proposed site that will maintain, monitor, and coordinate the various TDM strategies that require ongoing attention.
2. Conduct baseline surveys to assess residential tenants' commuting habits within one year of building occupancy. Conduct a follow-up survey within two years of building occupancy, and annually until mode split goals are achieved (up to 5 years).
3. Provide at least one highly visible or otherwise frequently traveled area on site designed to share transit, bicycle, NiceRide, car share, and Commuter Connection information.
4. Provide a packet of multi-modal information (either printed, digital, or both) to each new resident upon signing a lease and moving in.
5. Reach out to shared scooter companies to discuss potentially having staged motorized scooters near the residential building for tenants to access.
6. Host events for Bike-to-Work or Transit-to-Work days to encourage residents to try out and create a community around alternative commuting strategies.

PEDESTRIANS

7. Maintain clear, ADA accessible sidewalks around the site to connect to the municipal sidewalk and trail system.
8. Construct the public promenade connection along the south edge of the site from Hennepin Avenue to the entrance to the Midtown Greenway at Girard Avenue.
9. Create a vibrant pedestrian experience through landscaping, wayfinding, and lighting improvements.

BICYCLISTS

10. The developer will provide 145 long-term indoor bicycle parking spaces with an additional 12 short term bicycle parking spaces along Hennepin Avenue to exceed the minimum of 75 bicycle parking spaces required for the residential land use in the Zoning Code.

11. Provide a secure bicycle service station for use by residential tenants.

12. Provide wayfinding on the proposed site for residents to access the existing Midtown Greenway trail network.

TRANSIT

13. Provide a real-time transit information on a TV in the lobby of the building that will provide detailed information about transit routes and schedules in real time. The owner will work with Metro Transit in providing this service.
14. Provide a free transit pass for up to three rides for all new tenants of the apartments.
15. Provide appropriate wayfinding within the development to point residential tenants and guests to the Uptown Transit Station adjacent to the development.

DELIVERIES

16. Develop and maintain a policy to encourage service deliveries to take place outside of peak travel times (with the exception of mail and courier deliveries).

PARKING

17. Parking stall costs will be separated from residential leases and renting a parking stall will not be mandatory for residential tenants.
18. Work with the local car-share agency (HOURCAR) to assess interest in adding one or more dedicated stalls to the parking ramp.
19. The developer or building owner/manager (and building residents and employees) will not be allowed to create or join any existing or future Critical Parking Area. The developer, owner or building manager must be aware that any nearby on street parking management, parking meters, and meter conditions, may change at the discretion of the City of Minneapolis.

7.0 APPENDIX

- A. Exhibits
- B. Site Plan
- C. Raw Traffic Count Data
- D. SimTraffic Reports

Appendix A: Exhibits

Exhibit 1-1: Project Site Location and Study Area

Exhibit 3-1: Bicycle Infrastructure

Exhibit 3-2: Transit Infrastructure

Exhibit 5-1: Existing Geometry and Intersection Control

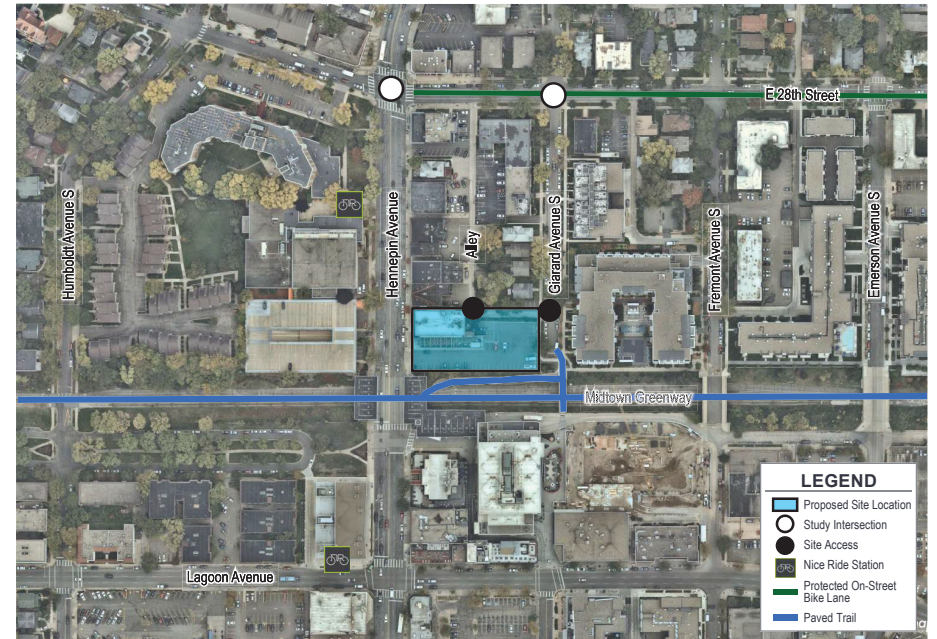
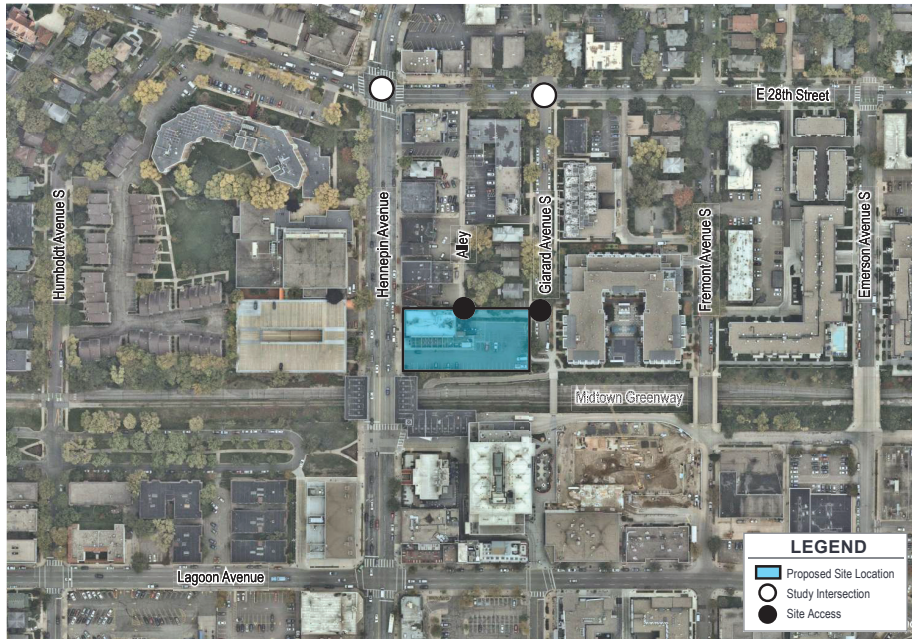
Exhibit 5-2: Existing Conditions (2020) Peak Hour Traffic Volumes

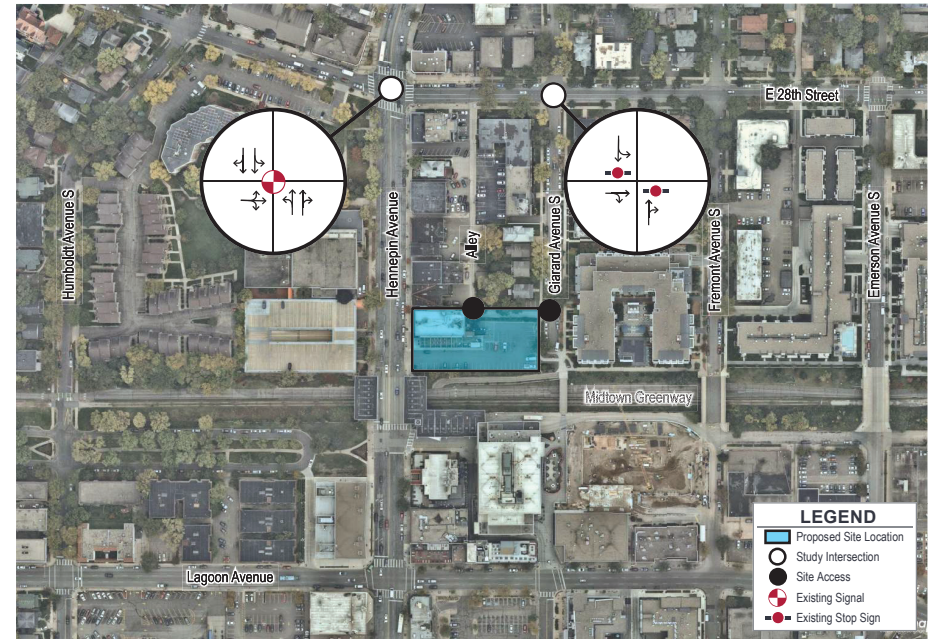
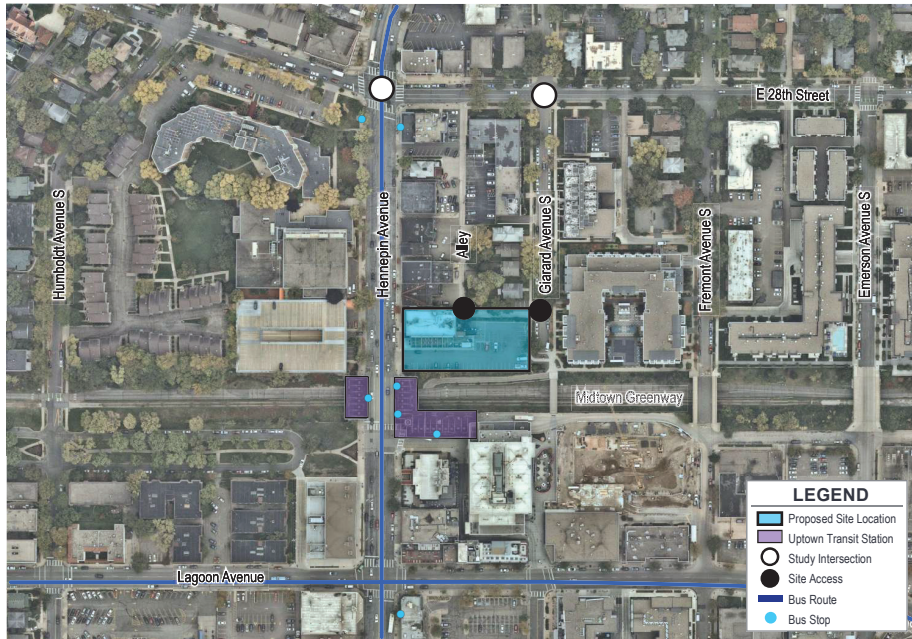
Exhibit 5-3: Opening Year No-Build Conditions (2022) Peak Hour Traffic Volumes

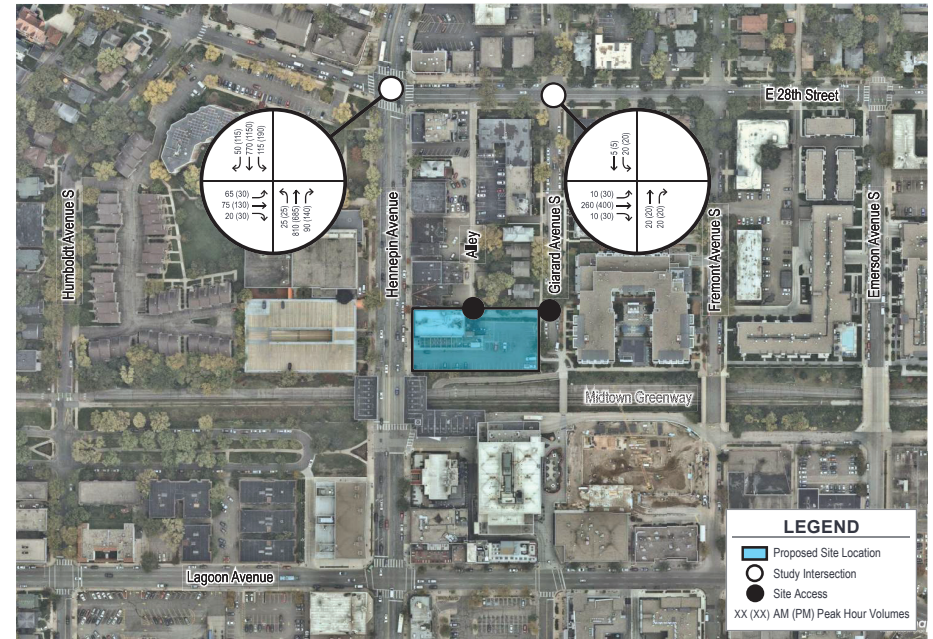
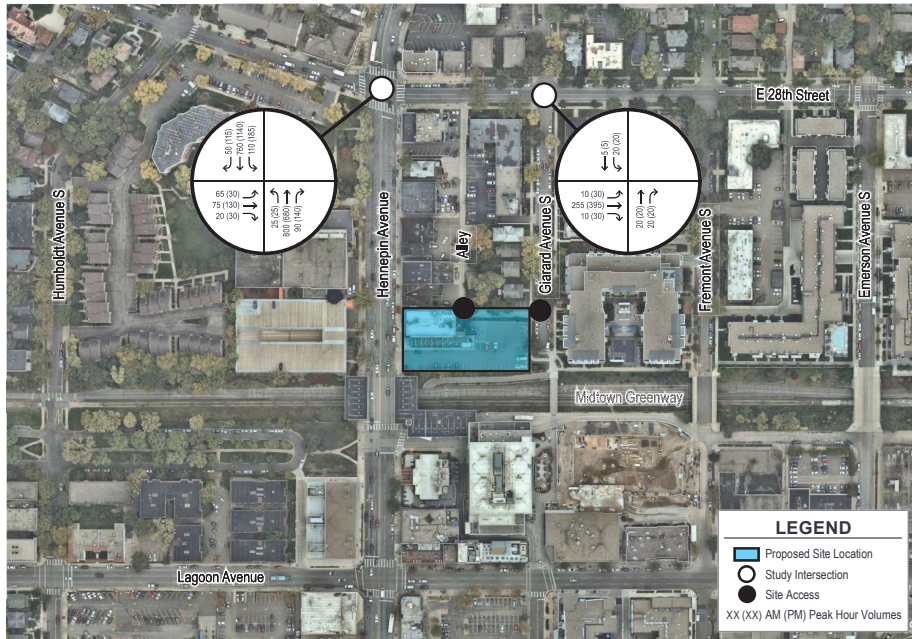
Exhibit 5-4: Site Trip Distribution

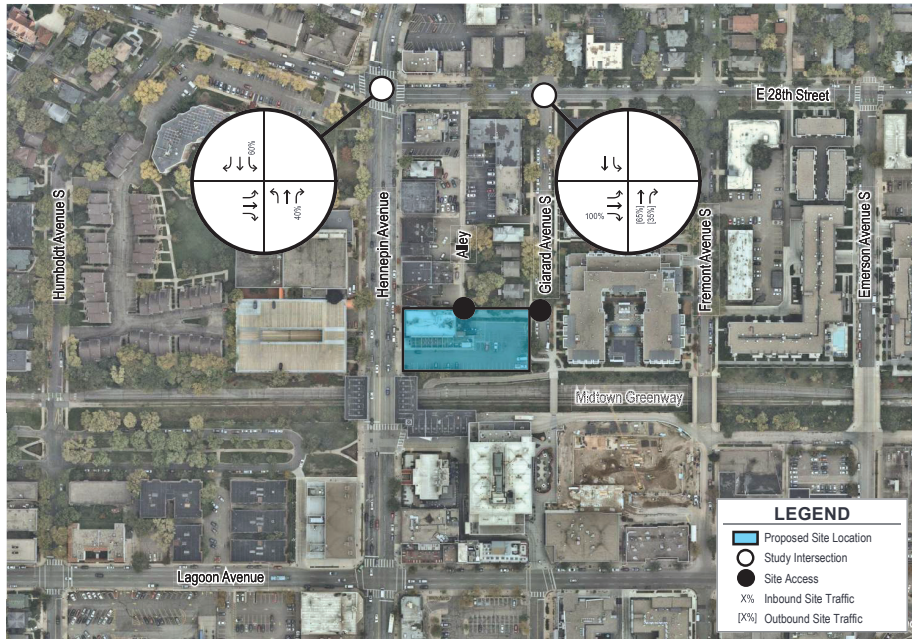
Exhibit 5-5: Site Trip Assignment

Exhibit 5-6: Opening Year Build Conditions (2022) Peak Hour Traffic Volumes



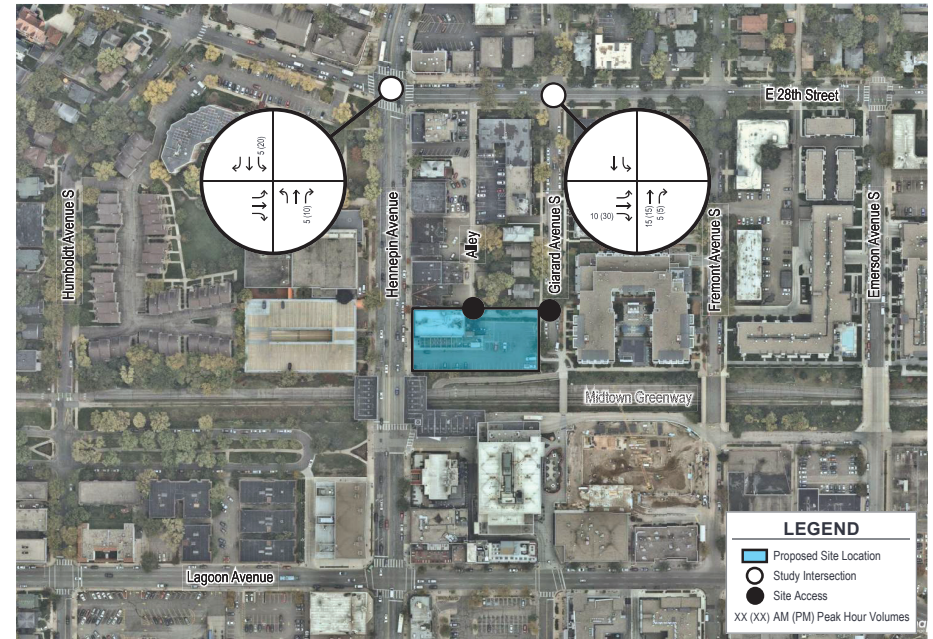






Kimley»Horn  NOT TO SCALE

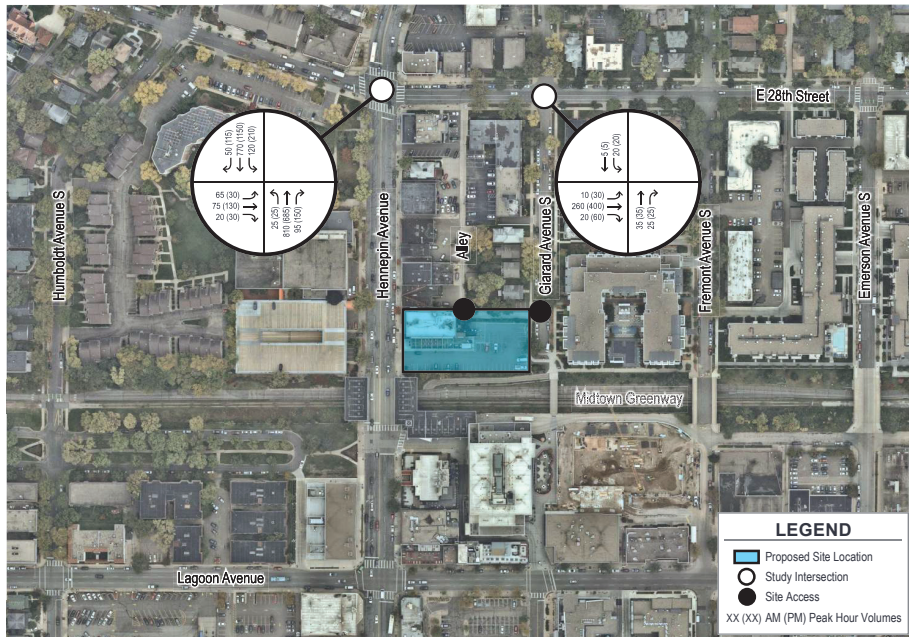
EXHIBIT 5-4
SITE TRIP DISTRIBUTION



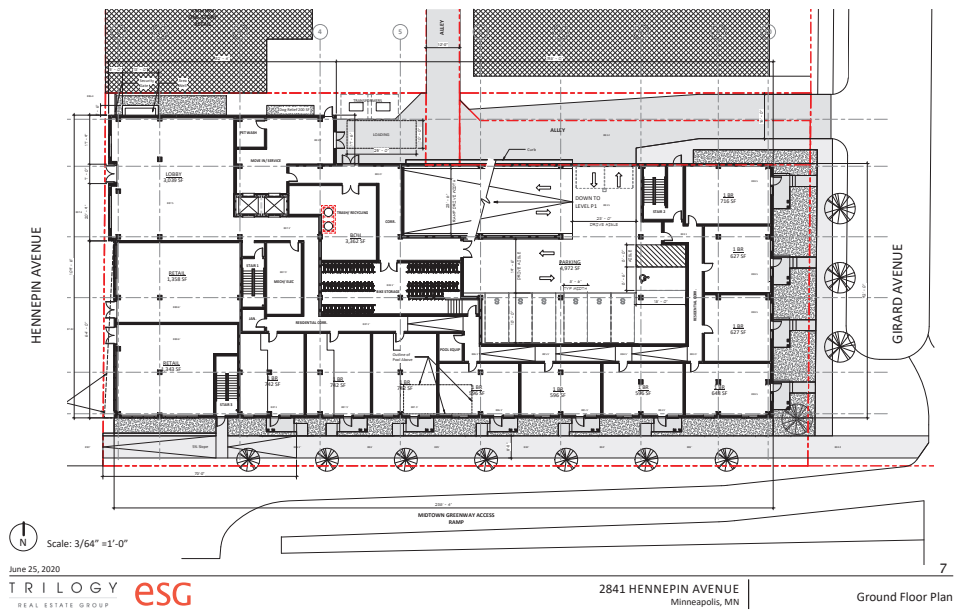
Kimley»Horn  NOT TO SCALE

EXHIBIT 5-5
SITE TRIP ASSIGNMENT

Appendix B: Site Plan



Appendix C: Raw Traffic Count Data



28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on

Crosswalk)

All Movements

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417

Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

Leg Direction	28th St W Eastbound						28th St W Westbound						Hennepin Av S Northbound						Hennepin Av S Southbound						Int	
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		
2019-08-20 12:00AM	1	0	1	0	2		1	0	0	0	0	2	1	33	6	0	40	0	0	34	0	0	34	0	76	
12:15AM	1	2	0	0	3	4	0	0	0	0	0	5	1	45	2	0	48	0	0	6	36	0	0	42	3	93
12:30AM	1	0	0	0	1	0	0	0	0	0	0	5	1	35	8	0	44	1	4	31	0	0	35	1	80	
12:45AM	0	1	1	0	2	1	0	0	1	0	1	4	0	15	2	0	17	1	5	18	3	0	26	0	46	
Hourly Total	3	3	2	0	8	6	0	0	1	0	1	16	3	128	18	0	149	2	15	119	3	0	137	4	295	
1:00AM	0	1	0	0	1	0	0	0	0	0	0	3	0	11	0	0	11	0	9	29	2	0	40	1	52	
1:15AM	0	2	0	0	2	2	0	0	0	0	0	2	2	16	2	0	19	2	4	17	1	0	22	0	43	
1:30AM	0	0	0	0	0	1	0	0	0	0	0	1	0	17	1	0	18	0	3	9	0	0	12	0	30	
1:45AM	0	1	0	0	1	0	0	0	0	0	0	0	0	6	4	0	10	0	5	13	0	0	18	0	29	
Hourly Total	0	4	0	0	4	3	0	0	0	0	0	6	1	50	7	0	58	2	21	68	3	0	92	1	154	
2:00AM	0	0	0	0	0	0	0	0	0	0	0	3	1	19	3	0	23	0	1	10	0	0	11	0	34	
2:15AM	0	2	0	0	2	0	0	0	0	0	0	0	0	13	3	0	16	0	2	6	0	0	8	0	26	
2:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	1	16	0	0	17	0	22	
2:45AM	0	0	1	0	1	0	0	0	0	0	0	4	0	14	1	0	14	3	3	10	1	0	1	2	29	
Hourly Total	0	2	1	0	3	0	0	0	0	0	0	7	1	50	7	0	58	3	7	42	1	0	50	2	111	
3:00AM	1	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	0	1	11	1	0	13	0	20	
3:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	2	9	0	0	11	0	21	
3:30AM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	2	0	7	1	3	6	1	0	10	0	17	
3:45AM	0	1	0	0	1	1	0	0	0	0	0	0	0	4	1	0	5	0	0	8	2	0	10	0	16	
Hourly Total	1	1	0	0	2	2	0	0	0	0	0	0	0	24	4	0	28	1	6	34	4	0	44	0	74	
4:00AM	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	7	0	0	6	1	0	7	0	14	
4:15AM	0	0	1	0	1	1	0	0	0	0	0	0	0	8	2	0	10	0	3	9	0	0	12	0	23	
4:30AM	0	2	0	0	2	0	0	0	0	0	0	1	2	10	0	0	12	1	1	16	2	0	19	0	33	
4:45AM	0	2	0	0	2	0	0	0	0	0	0	0	0	24	1	0	25	0	4	20	1	0	25	0	52	
Hourly Total	0	4	1	0	5	1	0	0	0	0	0	2	3	47	4	0	54	1	8	51	4	0	63	0	122	
5:00AM	2	1	1	0	4	3	0	0	0	0	0	2	2	22	5	0	27	0	2	17	0	0	19	1	50	
5:15AM	0	2	2	0	4	2	0	0	0	0	0	0	0	21	3	0	24	0	6	40	1	0	47	0	75	
5:30AM	0	3	2	0	5	4	0	0	0	0	0	0	0	29	4	0	33	1	6	42	2	0	50	0	88	
5:45AM	2	4	4	0	10	11	1	0	0	0	1	1	2	22	2	0	26	3	7	74	2	0	83	1	120	
Hourly Total	4	10	9	0	23	10	1	0	0	0	1	3	2	94	14	0	110	4	21	173	5	0	199	2	333	
6:00AM	2	7	1	0	10	4	0	0	0	0	0	2	1	56	4	0	61	1	7	83	0	0	90	3	161	
6:15AM	5	3	1	0	9	0	0	0	0	0	0	0	3	66	5	0	74	1	8	80	2	0	90	2	173	
6:30AM	8	7	2	0	17	2	0	0	0	0	0	2	2	132	10	0	144	3	6	106	1	0	113	1	274	
6:45AM	6	15	6	0	27	0	0	0	0	0	2	2	2	121	7	0	130	6	20	106	10	0	136	0	293	
Hourly Total	21	32	10	0	63	6	0	0	0	0	6	8	8	375	26	0	490	11	41	375	13	0	429	6	901	
7:00AM	14	18	3	0	25	5	0	0	0	0	2	3	179	14	0	196	2	13	117	9	0	139	1	360		
7:15AM	13	18	3	0	34	7	0	0	0	0	2	4	212	8	0	224	7	2	150	3	0	174	4	432		
7:30AM	13	20	3	0	36	4	0	0	0	0	3	9	227	17	0	244	8	24	180	10	0	214	0	494		
7:45AM	16	19	3	0	38	5	0	0	0	0	5	5	189	17	0	211	4	26	196	5	0	227	2	476		
Hourly Total	56	65	12	0	133	21	0	0	0	0	12	12	807	56	0	875	21	84	643	27	0	754	7	1762		
8:00AM	14	21	4	0	39	2	0	0	0	0	9	4	212	22	0	238	1	23	168	13	0	204	1	481		
8:15AM	16	16	3	0	35	9	0	0	0	0	1	1	6	180	20	0	206	8	30	208	11	0	249	3	490	
8:30AM	16	17	5	0	38	10	0	0	0	0	5	5	211	28	0	244	4	26	183	19	0	228	5	510		
8:45AM	13	24	4	0	41	11	0	0	0	0	5	8	167	27	0	202	7	38	169	11	0	218	2	461		
Hourly Total	59	78	16	0	153	31	0	0	0	0	20	23	770	97	0	890	20	117	728	54	0	899	11	1942		
9:00AM	11	24	8	0	43	9	0	0	0	0	6	8	154	14	0	176	29	29	162	12	0	203	2	422		
9:15AM	6	13	11	0	30	6	0	0	0	0	0	8	5	141	22	0	168	4	16	164	20	0	200	5	398	
9:30AM	5	22	8	0	35	10	0	0	0	0	8	5	143	14	0	162	4	35	162	14	0	211	8	408		
9:45AM	8	11	8	0	27	2	0	0	0	0	2	5	118	15	0	138	3	24	164	15	0	203	1	368		
Hourly Total	30	70	35	0	135	27	0	0	0	0	24	23	556	65	0	644	11	104	652	61	0	817	16	1596		
10:00AM	7	5	7	0	19	1	0	0	0	0	0	4	132	8	0	144	1	22	141	8	0	171	2	334		
10:15AM	7	12	9	0	28	1	0	0	0	0	0	3	131	14	0	148	0	16	149	8	0	173	0	349		
10:30AM	15	10	10	0	35	4	0	0	0	0	5	3	158	16	0	177	3	16	171	6	0	193	6	405		
10:45AM	9	16	7	0	32	8	0	0	0	0	1	0	130	15	0	145	2	31	182	11	0	224	2	401		
Hourly Total	38	43	33	0	114	14	0	0	0	0	6	10	551	53	0	614	6	85	643	33	0	761	10	1489		
11:00AM	15	15	5	0	33	5	0	0	0	0	4	6	135	21	0	162	6	18	136	11	0	165	5	362		
11:15AM	6	11	7	0	24	2	0	0	0	0	5	5	4	129	16	0	149	4	20	150	12	0	182	2	355	
11:30AM	7	6	3	0	16	4	0	0	0	0	10	4	151	16	0	171	1	19	194	11	0	224	4	411		
11:45AM	6	19	9	0	34	8	0	0	0	0	6	5	157	19	0	181	0	39	182	15	0	236	6	451		
Hourly Total	34	51	24	0	109	19	0	0	0	0	25	19	572	72	0	663	11	96	662	49	0	807	17	1579		
12:00PM	5	15	2	0	22	9	0	0	0	0	9	5	166	29	0	200	11	29	189	18	0	236	2	458		
12:15PM	14	9	11	0	34	10	0	0	0	0	9	6	142	17	0	165	7	28	192	19	0	239	9	438		
12:30PM	13	20	5	0	38	4	0	0	0	0	9	6	158	26	0	190	6	15	193	14	0	222	3	450		
12:45PM	9	21	5	0	35	9	0	0	0	0	21	4	140	21	0	165	6	27	203	21	0	251	11	451		
Hourly Total	41	65	23	0	129	32	0	0	0	0	48	21	606	93	0	720	30	99	777	72	0	948	25	1797		
1:00PM	7	15	6	0	28	9	0	0	0	0	20	2	150	21	0	173	10	29	207	16	0	252	10	453		
1:15PM																										

28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

Full Length (12 AM-12 AM (+1))

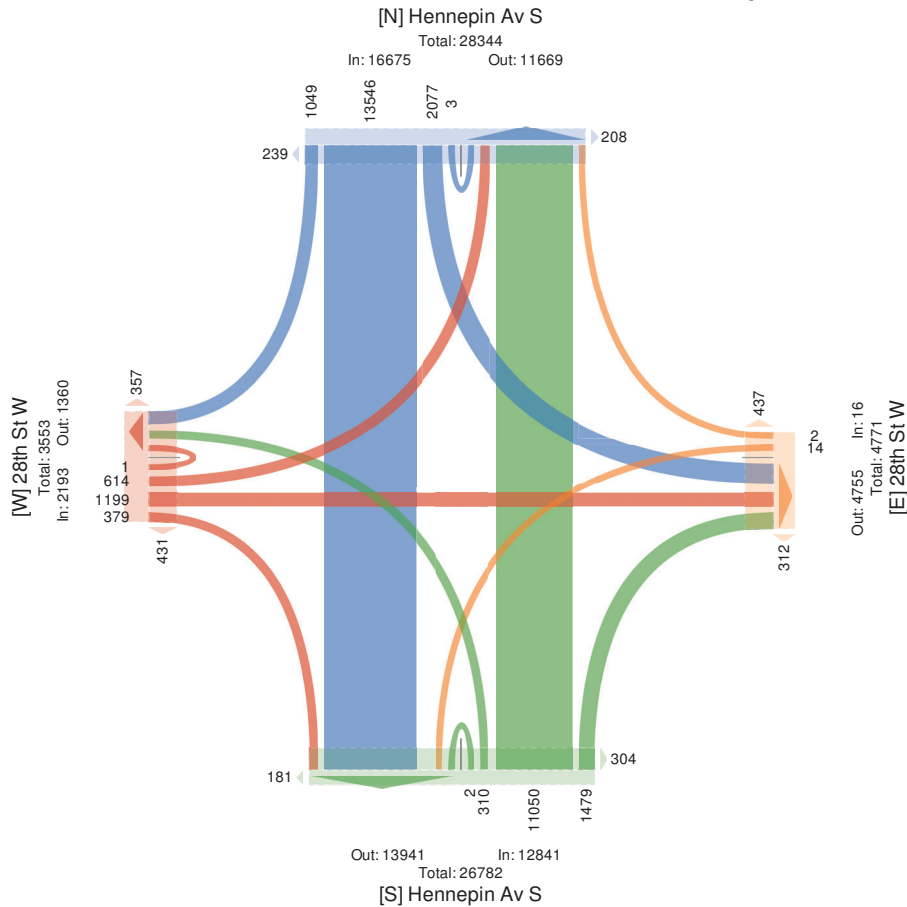
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417



Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US



28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417

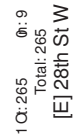
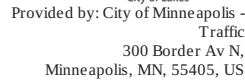


Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

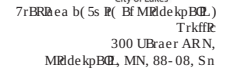
Leg Direction	28th St W Eastbound						28th St W Westbound						Hennepin Av S Northbound						Hennepin Av S Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-08-20 7:45AM	16	19	3	0	38	5	0	0	0	0	0	5	5	189	17	0	211	4	26	196	5	0	227	2	476
8:00AM	14	21	4	0	39	2	0	0	0	0	0	9	4	212	22	0	238	1	23	168	13	0	204	1	481
8:15AM	16	16	3	0	35	9	0	0	0	0	0	1	6	180	20	0	206	8	30	208	11	0	249	3	490
8:30AM	16	17	5	0	38	10	0	0	0	0	0	5	5	211	28	0	244	4	26	183	19	0	228	5	510
Total	62	73	15	0	150	26	0	0	0	0	0	20	20	792	87	0	899	17	105	755	48	0	908	11	1957
% Approach	41.3%	48.7%	10.0%	0%	-	-	0%	0%	0%	0%	-	-	2.2%	88.1%	9.7%	0%	-	-	11.6%	83.1%	5.3%	0%	-	-	-
% Total	3.2%	3.7%	0.8%	0%	7.7%	-	0%	0%	0%	0%	-	-	1.0%	40.5%	4.4%	0%	45.9%	-	5.4%	38.6%	2.5%	0%	46.4%	-	-
PHF	0.969	0.869	0.750	-	0.962	-	-	-	-	-	-	-	0.833	0.933	0.777	-	0.920	-	0.875	0.907	0.653	-	0.911	-	0.960
Lights	62	72	14	0	148	-	0	0	0	0	0	-	19	760	84	0	863	-	98	711	47	0	856	-	1867
% Lights	100%	98.6%	93.3%	0%	98.7%	-	0%	0%	0%	0%	-	-	95.0%	96.0%	96.6%	0%	96.0%	-	93.3%	94.2%	97.9%	0%	94.3%	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	1	1	0	2	-	0	0	0	0	0	-	1	11	2	0	14	-	5	31	0	0	36	-	52
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	6.7%	0%	1.3%	-	0%	0%	0%	0%	-	-	5.0%	1.4%	2.3%	0%	1.6%	-	4.8%	4.1%	0%	0%	4.0%	-	2.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	20	1	0	21	-	2	13	0	0	15	-	36
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	2.5%	1.1%	0%	2.3%	-	1.9%	1.7%	0%	0%	1.7%	-	1.8%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	2.1%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	-	24	-	-	-	-	-	18	-	-	-	-	-	17	-	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	92.3%	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	-	90.9%
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	7.7%	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	-	9.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417



vm5I D6619, i BcktBd5- -.981921,)93.29D261, nRe s Bae5vdt)11- 16



*7aeLrRdLkda UR(c@LBd s rBLLo kC. i 5i eft, y 5y pght, T5Thru, S5S)Turd

28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

Midnight (7:00 AM - 12:58 AM) 125 8 7MI

AC: GLEL 41 24 1, ArtRuGrea Truc: Lkda nlg@)S dR Truc: L, UuLeL, 7eaeLrRdL,

UR(c@L Bd y Bka, UR(c@L Bd s rBLLo kC)

ACMBRw edtL

vn5l D6619, i BcktBd5- .981921,)93.29D261, nRe s Bae5vdt)11- 16



7rBRDea b(5s R(Bf MRdekpbD.)

Trkffk

300 UBræer ARN,

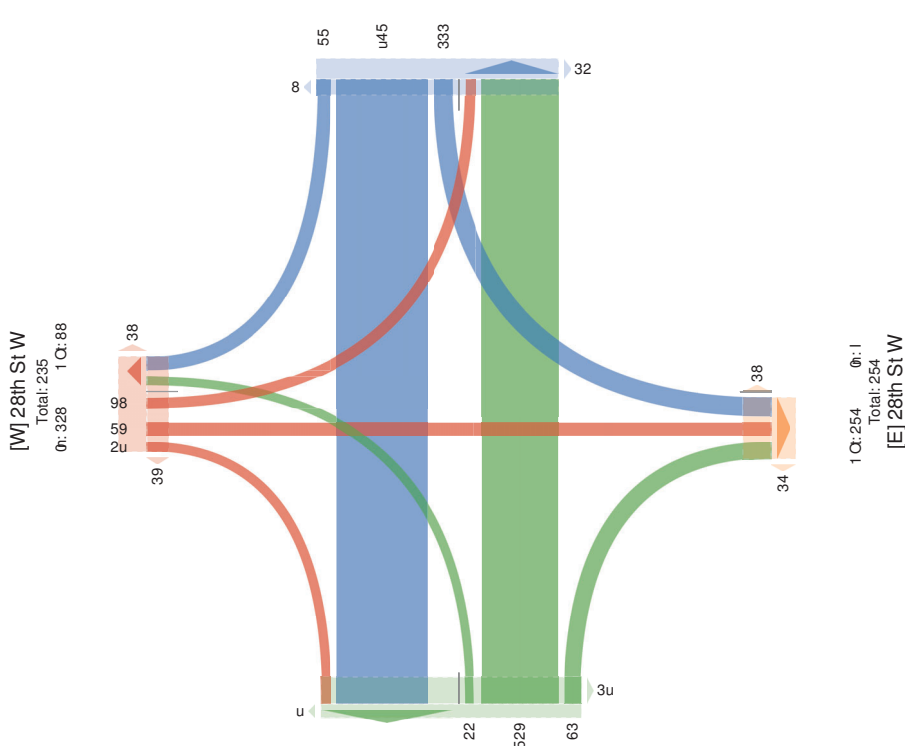
MRdekpbD., MN, 88-08, Sn

[N] Hennepin Av S

Total: 3467

0: 699

1 Q: 553



1 Q: u89

0: u95

Total: 3436

[S] Hennepin Av S

28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road,

Bicycles on Crosswalk)

All Movements

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417



Provided by: City of Minneapolis - Traffic

300 Border Av N,

Minneapolis, MN, 55405, US

Leg Direction	28th St W Eastbound							28th St W Westbound							Hennepin Av S Northbound							Hennepin Av S Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2019-08-20 5:30PM	4	34	7	0	38	12		0	0	0	0	0	17		3	185	35	0	221	14		37	288	31	0	187	16		723
5:45PM	6	31	8	0	38	16		0	0	0	0	0	19		10	169	26	0	208	14		48	290	25	0	171	7		741
6:00PM	3	27	6	0	17	16		0	0	0	0	0	13		4	156	36	0	467	15		47	278	28	0	181	10		898
6:15PM	12	36	4	0	82	20		0	0	0	0	0	18		7	162	42	0	244	3		50	274	28	0	182	16		748
5 Totals	25	128	25	0	419	64		0	0	0	0	0	67		24	672	139	0	918	46		182	1130	112	0	4323	49		2311
% ApprTch	14.0%	71.9%	14.0%	0%	-	-		0%	0%	0%	0%	-	-		2.9%	80.5%	16.6%	0%	-	-		12.8%	79.4%	7.9%	0%	-	-	-	-
% 5 Totals	1.0%	5.3%	1.0%	0%	1.1%	-		0%	0%	0%	0%	0%	-		1.0%	27.6%	5.7%	0%	13.1%	-		7.5%	46.4%	4.6%	0%	89.3%	-	-	-
PHF	0.521	0.919	0.781	-	0.918	-		-	-	-	-	-	-		0.600	0.907	0.827	-	0.618	-		0.900	0.973	0.895	-	0.697	-	0.973	-
Lights	25	125	25	0	418	-		0	0	0	0	0	-		24	655	137	0	947	-		179	1108	111	0	4169	-	2389	-
% Lights	100%	97.7%	100%	0%	69.1%	-		0%	0%	0%	0%	-	-		100%	97.5%	98.6%	0%	61.1%	-		98.4%	98.1%	99.1%	0%	69.2%	-	98.0%	-
Articulated 5 trucks and Single-Unit 5 trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	2	0	0	2	-		0	0	0	0	0	-	2	-
% Articulated 5 trucks and Single-Unit 5 trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	-	-		0%	0.3%	0%	0%	0.2%	-		0%	0%	0%	0%	0%	-	0.1%	-
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	14	2	0	47	-		1	21	0	0	22	-	38	-
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	-	-		0%	2.1%	1.4%	0%	4.6%	-		0.5%	1.9%	0%	0%	4.8%	-	1.6%	-
Bicycles on Road	0	3	0	0	1	-		0	0	0	0	0	-		0	1	0	0	4	-		2	1	1	0	3	-	8	-
% Bicycles on Road	0%	2.3%	0%	0%	4.1%	-		0%	0%	0%	0%	-	-		0%	0.1%	0%	0%	0.4%	-		1.1%	0.1%	0.9%	0%	0.1%	-	0.3%	-
Pedestrians	-	-	-	-	-	61		-	-	-	-	-	64		-	-	-	-	-	41		-	-	-	-	-	-	49	
% Pedestrians	-	-	-	-	-	95.3%		-	-	-	-	-	95.5%		-	-	-	-	-	89.1%		-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3		-	-	-	-	-	3		-	-	-	-	-	5		-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	4.7%		-	-	-	-	-	4.5%		-	-	-	-	-	10.9%		-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, T: Thru, U: U-Turn

28th St W & Hennepin Av S - TMC

Tue Aug 20, 2019

PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

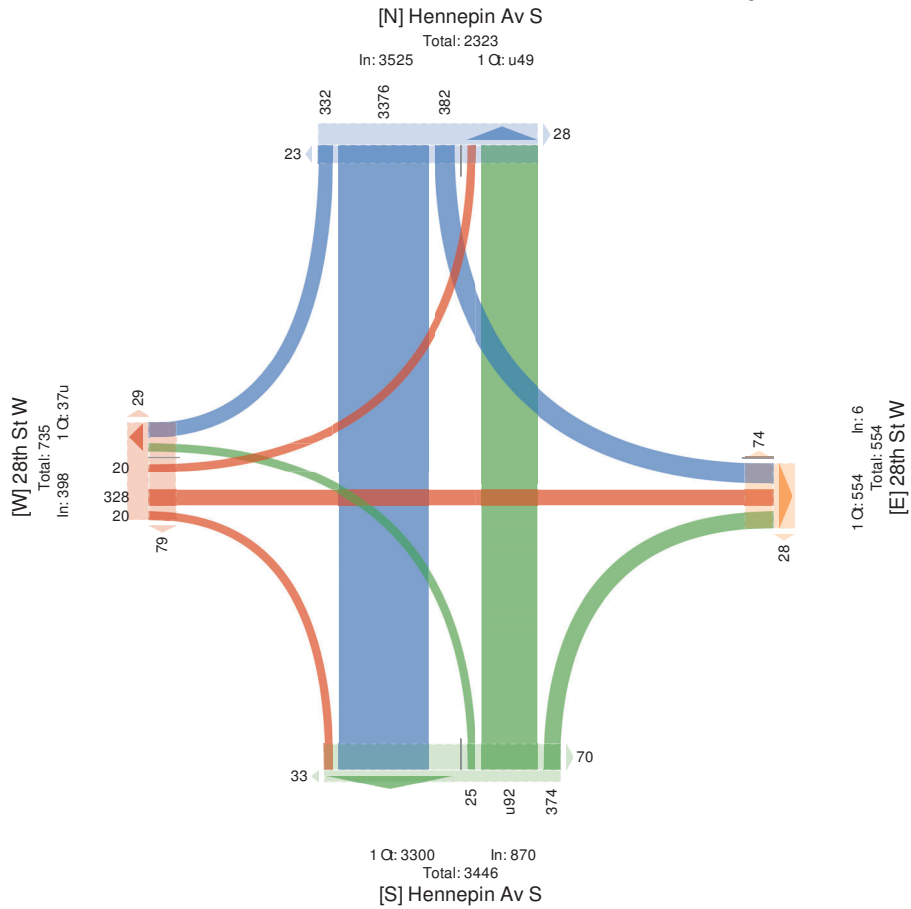
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 687719, Location: 44.951921, -93.298271, Site Code: Int-11417



Provided by: City of Minneapolis -
Traffic
300 Border Av N,
Minneapolis, MN, 55405, US



Appendix D: SimTraffic Reports

SimTraffic Performance Report
Existing AM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.4	0.2	2.6	0.3
Total Del/Veh (s)	34.7	40.3	21.2	24.8	15.3	8.1	24.2	12.3	8.0	15.9

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.7	0.8	1.0	5.3	3.1	4.6	4.5	1.6

Total Network Performance

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)				0.2				
Total Del/Veh (s)				16.9				

Queuing and Blocking Report
Existing AM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

Movement	EB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T
Maximum Queue (ft)	190	277	226	246	228
Average Queue (ft)	85	175	134	141	109
95th Queue (ft)	156	258	217	224	209
Link Distance (ft)	791	818	818	1002	1002
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				11	1
Queuing Penalty (veh)				6	5

Intersection: 6: Girard Avenue S & W 28th Street

Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	27	41	40
Average Queue (ft)	5	18	17
95th Queue (ft)	22	35	43
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 11

SimTraffic Performance Report
Existing PM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.3	0.2	0.4	0.2	0.3	0.6	0.3	2.2	0.4
Total Del/Veh (s)	36.8	44.5	36.1	60.4	26.3	14.2	47.7	23.7	13.8	26.8

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.8	1.0	1.0	6.3	4.0	5.6	5.8	1.6

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	28.0

Queuing and Blocking Report
Existing PM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

Movement	EB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T
Maximum Queue (ft)	234	352	339	525	523
Average Queue (ft)	115	205	173	283	255
95th Queue (ft)	209	314	292	450	428
Link Distance (ft)	791	818	818	1002	1002
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				24	2
Queuing Penalty (veh)				27	13

Intersection: 6: Girard Avenue S & W 28th Street

Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	34	45	31
Average Queue (ft)	9	18	20
95th Queue (ft)	29	38	44
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 41

SimTraffic Performance Report
2022 No Build AM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.5	0.2	0.2	0.4	0.2	2.7	0.3
Total Del/Veh (s)	37.6	37.6	23.6	23.4	14.5	8.8	25.1	12.3	6.4	15.6

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.7	0.9	1.2	5.0	3.0	5.0	4.8	1.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.8

Queuing and Blocking Report
2022 No Build AM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

Movement	EB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T
Maximum Queue (ft)	193	269	231	244	212
Average Queue (ft)	89	174	138	143	96
95th Queue (ft)	160	251	229	229	191
Link Distance (ft)	791	818	818	1002	1002
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				11	1
Queuing Penalty (veh)				6	4

Intersection: 6: Girard Avenue S & W 28th Street

Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	28	40	53
Average Queue (ft)	4	16	19
95th Queue (ft)	20	34	46
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 10

SimTraffic Performance Report
2022 No Build PM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.2	0.2	0.4	0.2	0.3	0.5	0.3	2.3	0.4
Total Del/Veh (s)	35.3	40.1	34.4	55.8	23.4	13.0	50.0	25.1	14.2	26.6

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.9	1.0	1.1	6.7	4.7	5.8	7.8	1.6

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	27.7

Queuing and Blocking Report
2022 No Build PM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

Movement	EB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T	R
Maximum Queue (ft)	209	356	333	490	474	75
Average Queue (ft)	104	194	159	293	261	35
95th Queue (ft)	187	305	281	451	422	88
Link Distance (ft)	791	818	818	1002	1002	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						50
Storage Blk Time (%)					24	2
Queuing Penalty (veh)					27	14

Intersection: 6: Girard Avenue S & W 28th Street

Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	58	44	39
Average Queue (ft)	12	19	18
95th Queue (ft)	37	40	44
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	1		

Network Summary

Network wide Queuing Penalty: 41

SimTraffic Performance Report
2022 No Build AM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.3	0.5	0.2	2.8	0.3
Total Del/Veh (s)	39.9	40.9	29.0	19.9	14.9	9.8	27.8	13.0	7.3	16.4

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.7	0.8	1.1	4.8	3.6	4.7	5.6	1.7

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.4

Queuing and Blocking Report
2022 No Build AM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

Movement	EB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T
Maximum Queue (ft)	220	266	245	279	251
Average Queue (ft)	90	173	146	152	114
95th Queue (ft)	174	252	232	245	219
Link Distance (ft)	791	818	818	1002	1002
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				12	1
Queuing Penalty (veh)				6	4

Intersection: 6: Girard Avenue S & W 28th Street

Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	28	52	50
Average Queue (ft)	10	22	16
95th Queue (ft)	29	42	43
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 11

SimTraffic Performance Report
2022 Build PM Peak Hour

July 2020

3: Hennepin Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.4	0.2	0.3	0.6	0.3	2.2	0.4
Total Del/Veh (s)	45.0	42.3	34.9	57.0	24.4	13.1	50.7	25.3	15.2	27.6

6: Girard Avenue S & W 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.0	1.1	1.2	6.5	4.1	6.4	5.9	1.7

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	28.6

Queuing and Blocking Report
2022 Build PM Peak Hour

July 2020

Intersection: 3: Hennepin Avenue S & W 28th Street

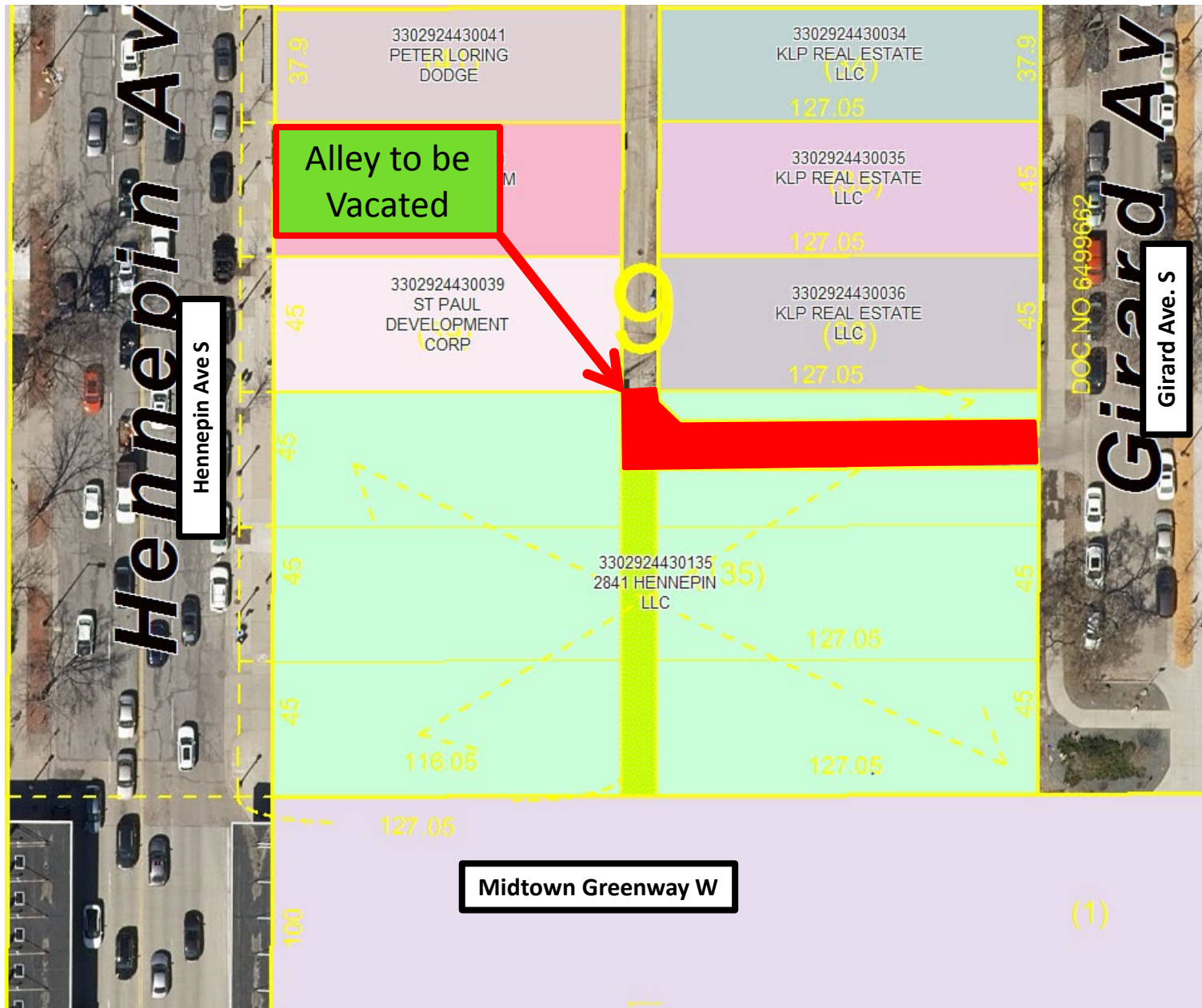
Movement	EB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	TR	LT	T	R
Maximum Queue (ft)	230	327	300	557	509	75
Average Queue (ft)	115	201	171	300	262	28
95th Queue (ft)	209	297	269	474	433	77
Link Distance (ft)	791	818	818	1002	1002	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						50
Storage Blk Time (%)					24	3
Queuing Penalty (veh)					28	15

Intersection: 6: Girard Avenue S & W 28th Street

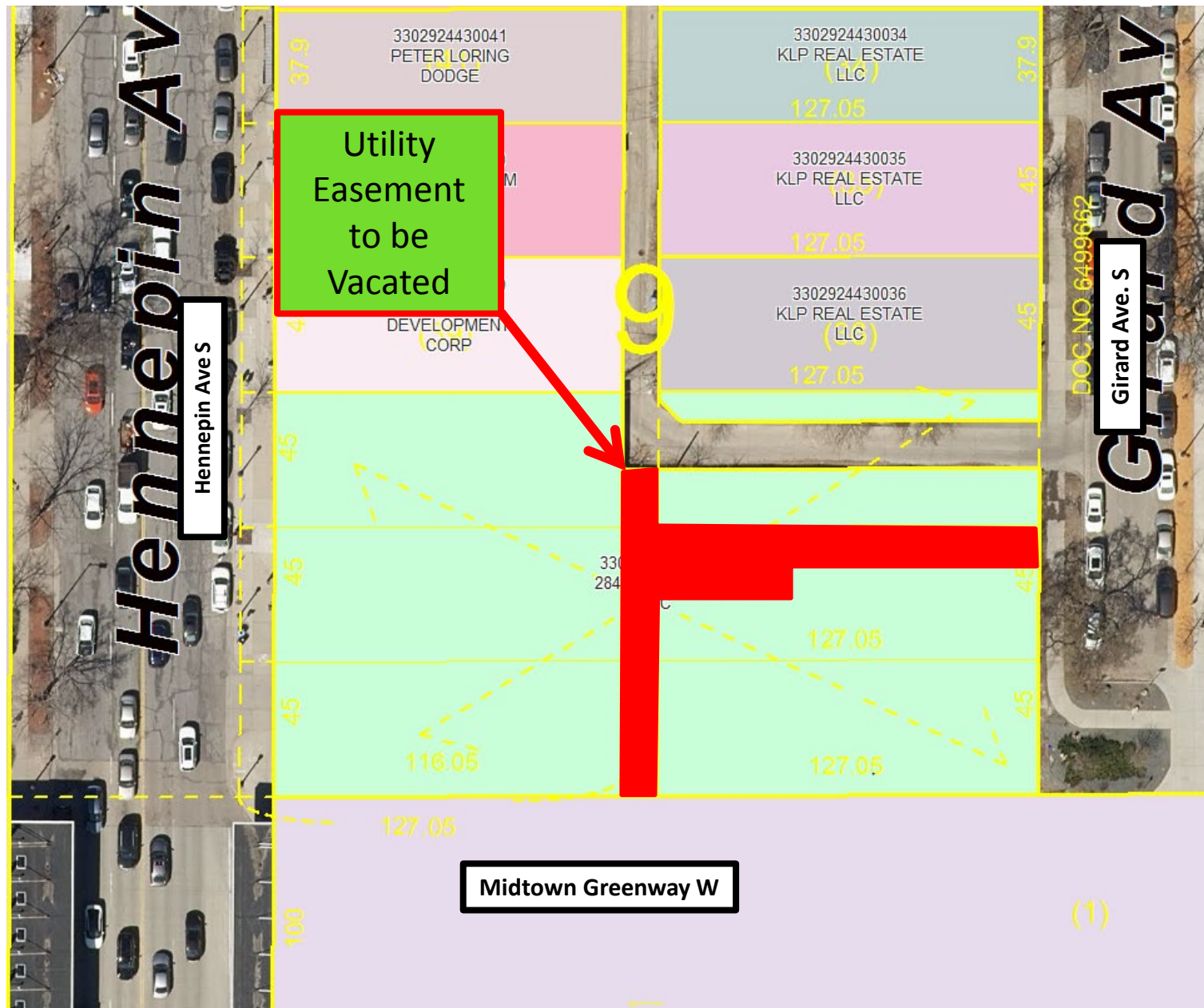
Movement	EB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	54	62	36
Average Queue (ft)	21	23	17
95th Queue (ft)	42	45	43
Link Distance (ft)		430	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	1		

Network Summary

Network wide Queuing Penalty: 45









October 1, 2020

Mei-Ling Smith
CPED-Planning
250 4th St. So., Room 300
Minneapolis, MN 55415

RE: Vacating the north-south alley and the east-west alley, laying north of the Midtown Greenway, between Hennepin & Girard Avenues (Vacation 1747)

Dear Ms. Smith,

Public Works staff has reviewed this vacation petition and recommends **approval** of said petition. The legal description reserving a sewer easement was revised.

The areas requested to be vacated are legally described as follows:

Vacate that part of the following described Alley Easement lying southerly of Line "A":

North-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying north of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis and lying south of the westerly extension of the north line of Lot 4, Block 9, Windom's Addition to Minneapolis.

Together with:

Alley easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06

minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

AND

Vacate that part of the following described Alley Easement lying southerly of Line "A":

Alley Easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

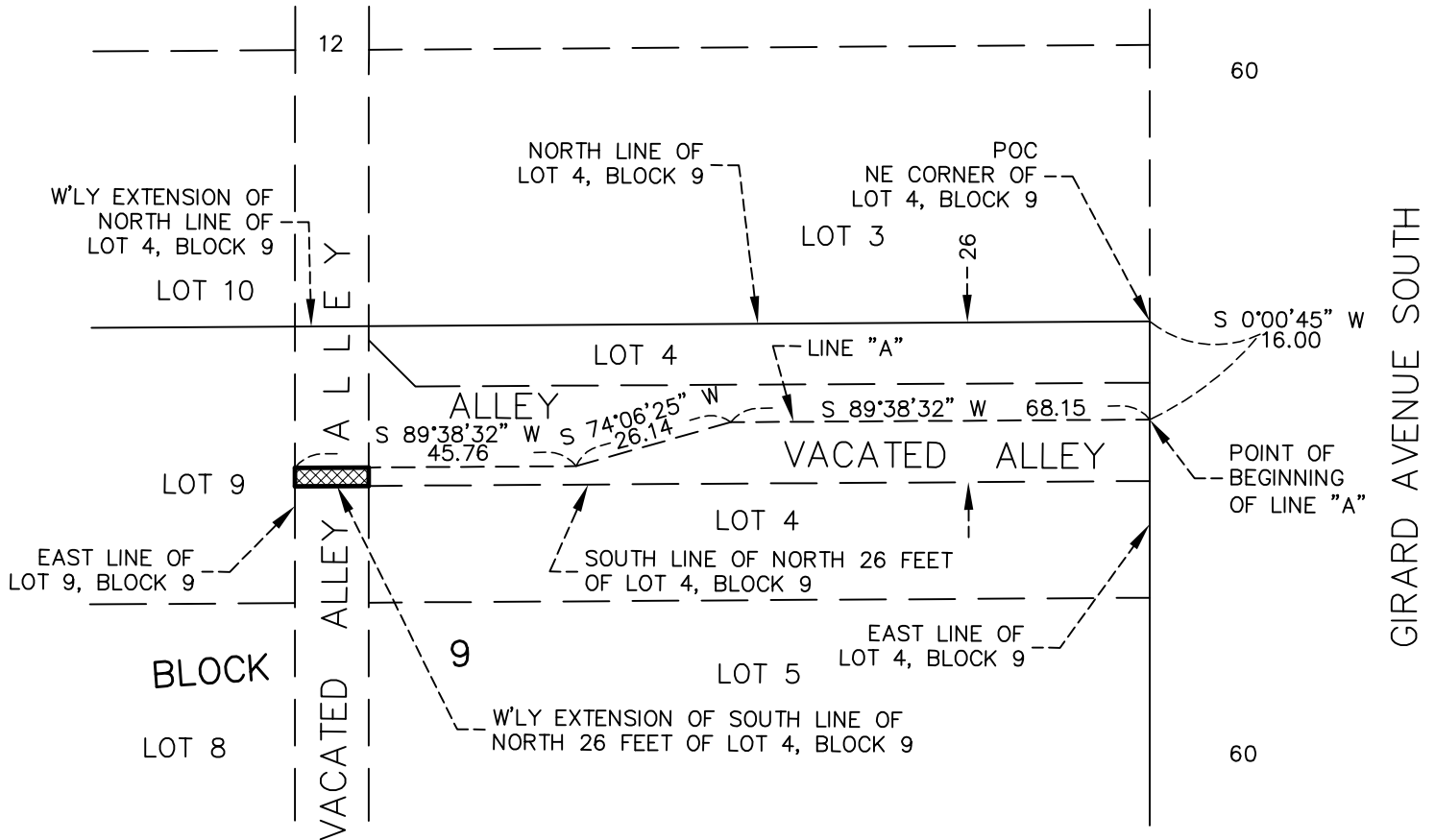
Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 33.76 feet, more or less, to the west line of said Lot 4 and there terminating.

Sincerely,

Don Elwood

Don Elwood, Director
Transportation Engineering & Design Division
cc: Jeff Handeland



ALLEY VACATION

Vacate that part of the following described Alley Easement lying southerly of Line "A":

North-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying north of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis and lying south of the westerly extension of the north line of Lot 4, Block 9, Windom's Addition to Minneapolis.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

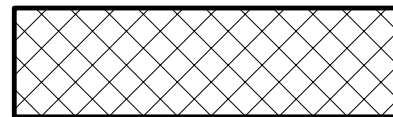
General Notes:

1. The bearing system used is assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: September 24, 2020

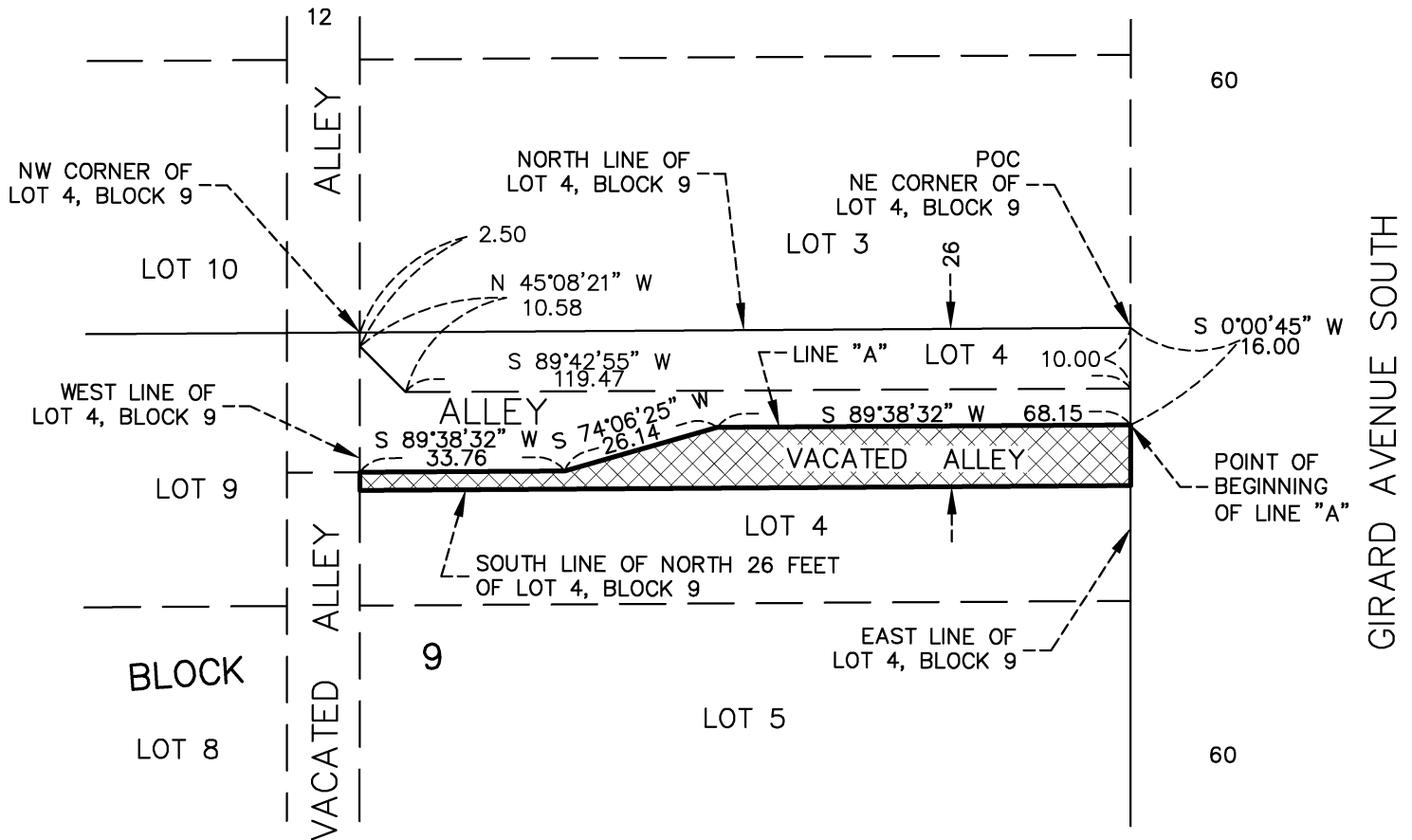
Thomas E. Hodorff
Thomas E. Hodorff, L.S. MN Reg. No. 23677



VACATED ALLEY



SCALE: 1" = 30'
HSJ WO: 202013401.DWG



ALLEY VACATION

Vacate that part of the following described Alley Easement lying southerly of Line "A":

Alley Easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 33.76 feet, more or less, to the west line of said Lot 4 and there terminating.

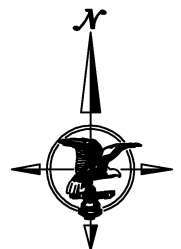
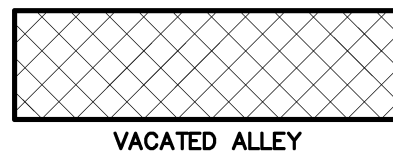
General Notes:

1. The bearing system used is assumed.

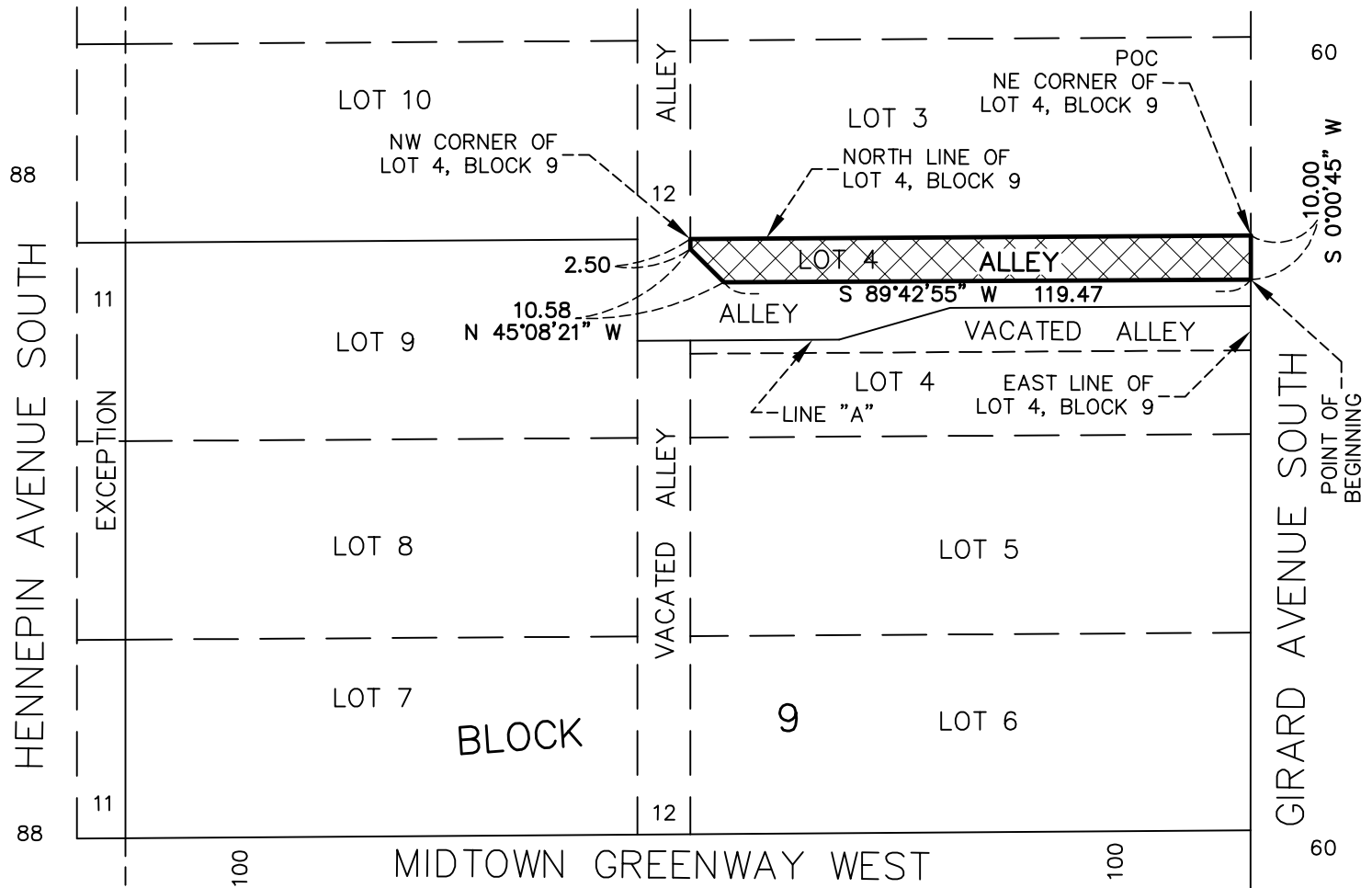
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: **September 24, 2020**

Thomas E. Hodorff
 Thomas E. Hodorff, L.S. MN Reg. No. 23677



SCALE: 1" = 30'
 HSJ WO: 202013401.DWG



ALLEY EASEMENT

An Alley Easement over, under and across that part of the following described property:

Lots 4, 5, 6, 7, 8 and 9, Block 9, Windom's Addition to Minneapolis, excluding the West 11 feet of Lots 7, 8 and 9 conveyed to the City of Minneapolis (and devoted to Hennepin Avenue), including the entirety of the vacated alleys lying Southerly of the following described Line "A":

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

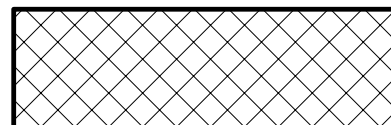
Said Alley Easement lying northerly of following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

General Notes:

- General Notes:
1. The bearing system used is assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.



ALLEY EASEMENT



Date: September 25, 2020

Thomas E. Hodorff, L.S. MN Reg. No. 23677

SCALE: 1" = 40'

HSJ WO: 202013401.DWG

September 25, 2020

Mei-Ling Smith
CPED-Planning
250 4th St. So., Room 300
Minneapolis, MN 55415

RE: Vacating the utility easements within a portion of a previously vacated north-south and east-west alley, laying north of the Midtown Greenway, between Hennepin & Girard Avenues (Vacation 1748)

Dear Ms. Smith,

Public Works staff has reviewed this vacation petition and recommends **approval** of said petition.

The areas requested to be vacated are legally described as follows:

Vacate utility easement right and authority as set forth in City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of north-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying south of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis.

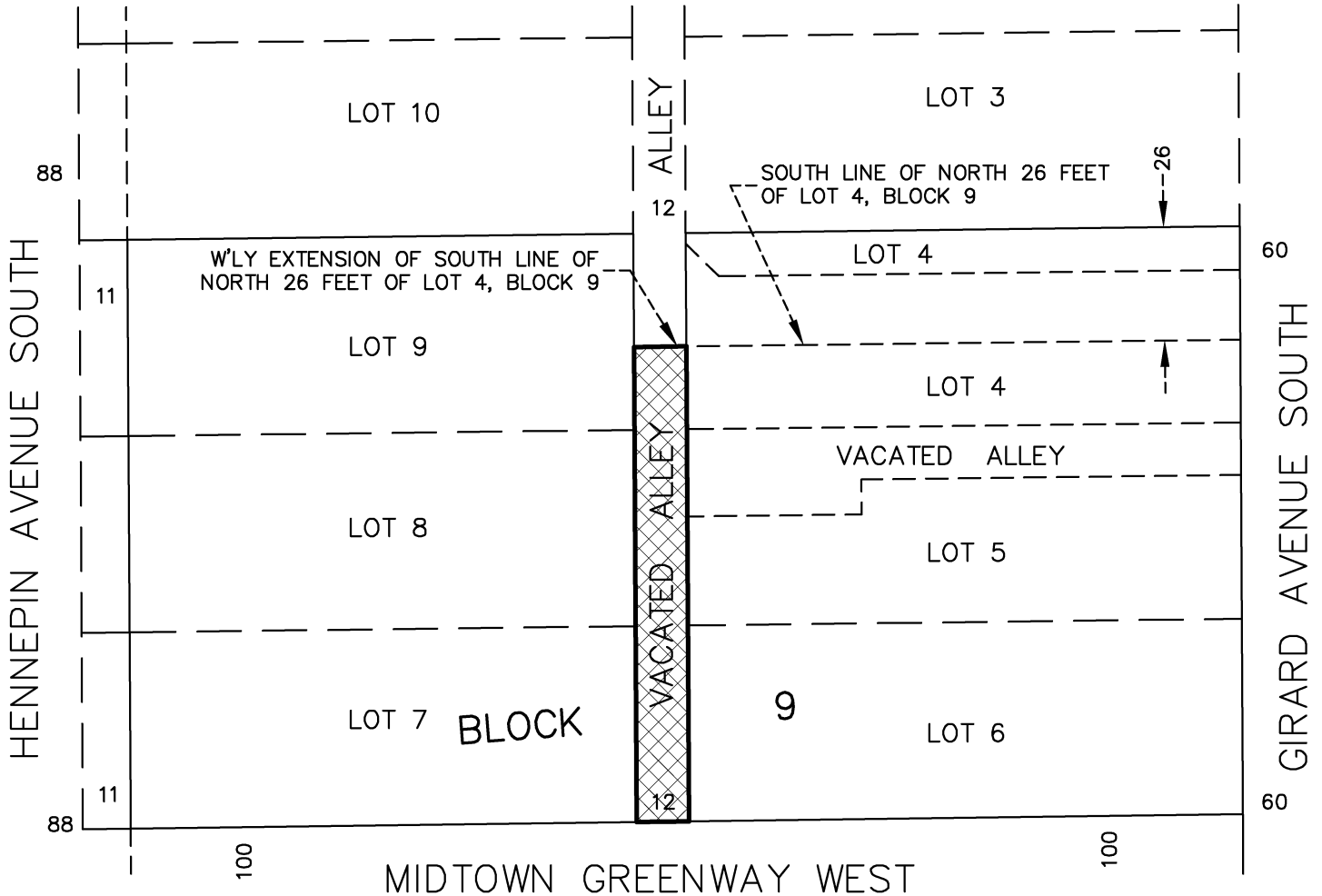
Vacate utility easement right and authority as set forth in Easement Deed dated September 21, 1954, filed October 21, 1954, in Book 2018 of Deeds, page 170, as Document No. 2904848 as amended by City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of the north 20 feet of the west 40 and the north 12 feet, granted for public alley easement lying east of the west 40 feet of Lot 5, Block 9, Windom's Addition to Minneapolis.

Sincerely,



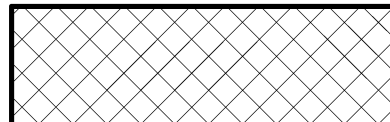
Don Elwood, Director
Transportation Engineering & Design Division

cc: Jeff Handeland



UTILITY EASEMENT RIGHT AND AUTHORITY VACATION

Vacate utility easement right and authority as set forth in City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of north-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying south of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis.



VACATED UTILITY EASEMENT RIGHT AND AUTHORITY

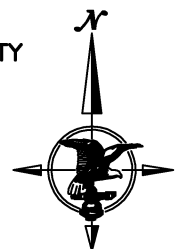
General Notes:

1. The bearing system used is assumed.

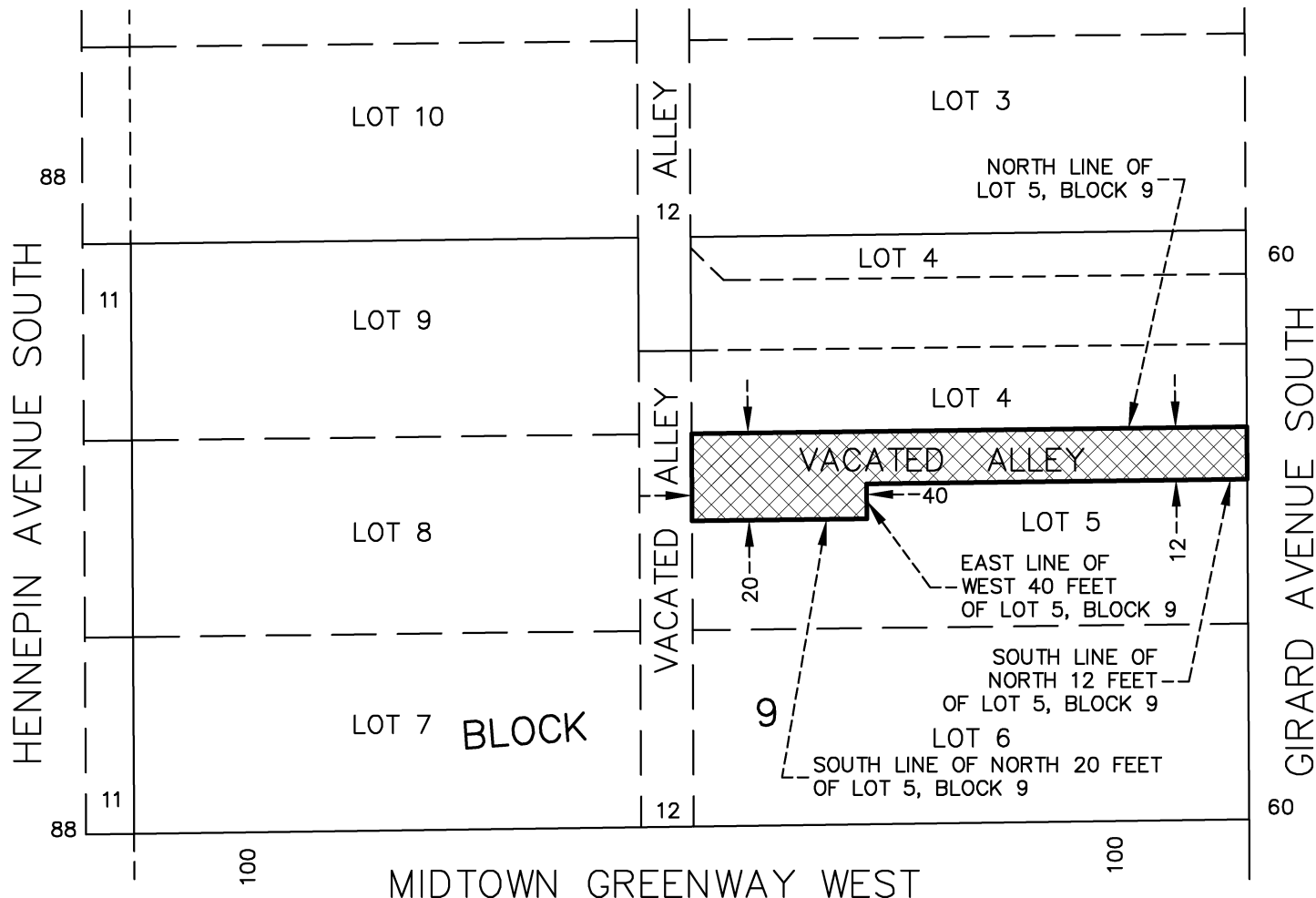
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: September 17, 2020

Thomas E. Hodorff
 Thomas E. Hodorff, L.S. MN Reg. No. 23677

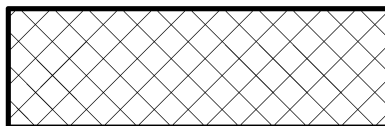


SCALE: 1" = 40'
 HSJ WO: 202013401.DWG



UTILITY EASEMENT RIGHT AND AUTHORITY VACATION

Vacate utility easement right and authority as set forth in Easement Deed dated September 21, 1954, filed October 21, 1954, in Book 2018 of Deeds, page 170, as Document No. 2904848 as amended by City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of the north 20 feet of the west 40 and the north 12 feet, granted for public alley easement lying east of the west 40 feet of Lot 5, Block 9, Windom's Addition to Minneapolis.



VACATED UTILITY EASEMENT RIGHT AND AUTHORITY

General Notes:

1. The bearing system used is assumed.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: September 17, 2020

Thomas E. Hodorff
 Thomas E. Hodorff, L.S. MN Reg. No. 23677



SCALE: 1" = 40'
 HSJ WO: 202013401.DWG

From: [Mayers, Charles J](#)
To: [Smith, Mei-Ling C.](#)
Cc: [Mayers, Charles J](#)
Subject: [EXTERNAL] Vacation File No. 1748 & 1748
Date: Friday, August 21, 2020 9:20:16 AM
Attachments: [image002.png](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)

Hello Mei-ling,

CenterPoint Energy has a gas service line in the vacation area. CNP has a gas service line in the vacation area and knowing that it has no objections at this time.

Chuck Mayers



Chuck Mayers **SR/WA**
Senior Agent, Right of Way
System Integrity & Operation Support
612-321-5381 w. | 952-334-9180 c.
Charles.mayers@centerpointenergy.com



[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

RESOLUTION

By Goodman

Vacating the north-south alley and the east-west alley, laying north of the Midtown Greenway, between Hennepin & Girard Avenues, Vacation File No. 1747.

Resolved by The City Council of The City of Minneapolis:

Vacate that part of the following described Alley Easement lying southerly of Line "A":

North-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying north of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis and lying south of the westerly extension of the north line of Lot 4, Block 9, Windom's Addition to Minneapolis.

Together with:

Alley easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

AND

Vacate that part of the following described Alley Easement lying southerly of Line "A":

Alley Easement granted by Easement Deed dated August 10, 1995, filed November 9, 1995, as Document No. 6499662, being all that part of north 26.00 feet of Lot 4, Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota which lies southerly of the following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 33.76 feet, more or less, to the west line of said Lot 4 and there terminating.

Upon the condition that a section of the new alley easement will be added as shown on the drawings and legally described as follows:

An Alley Easement over, under and across that part of the following described property:

Lots 4, 5, 6, 7, 8 and 9, Block 9, Windom's Addition to Minneapolis, excluding the West 11 feet of Lots 7, 8 and 9 conveyed to the City of Minneapolis (and devoted to Hennepin Avenue), including the entirety of the vacated alleys lying Southerly of the following described Line "A":

Line "A":

Commencing at the northeast corner of Lot 4, Block 9, Windom's Addition to Minneapolis; thence South 0 degrees 00 minutes 45 seconds West an assumed bearing along the east line of said Lot 4 a distance of 16.00 feet to the point of beginning of Line "A"; thence South 89 degrees 38 minutes 32 seconds West 68.15 feet; thence South 74 degrees 06 minutes 25 seconds West 26.14 feet; thence South 89 degrees 38 minutes 32 seconds West 45.76 feet, more or less, to the east line of Lot 9, Block 9, Windom's Addition to Minneapolis and there terminating.

Said Alley Easement lying northerly of following described line:

Commencing at the northeast corner of said Lot 4; thence South 0 degrees 00 minutes 45 seconds West along the east line of said Lot 4 a distance of 10.00 feet to the point of beginning of the line to be described; thence South 89 degrees 42 minutes 55 seconds West parallel with the north line of said Lot 4 a distance of 119.47 feet; thence North 45 degrees 08 minutes 21 seconds West a distance of 10.58 feet to a point on the west line of said Lot 4, distant 2.50 feet south of the northwest corner thereof and said line there terminating.

RESOLUTION

By Goodman

Vacating the utility easements within a portion of a previously vacated north-south and east-west alley, laying north of the Midtown Greenway, between Hennepin & Girard Avenues, Vacation File No. 1748.

Resolved by The City Council of The City of Minneapolis:

Vacate utility easement right and authority as set forth in City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of north-south alley donated in Block 9, Windom's Addition to Minneapolis, Hennepin County, Minnesota, lying south of the westerly extension of the south line of the north 26 feet of Lot 4, Block 9, Windom's Addition to Minneapolis.

Vacate utility easement right and authority as set forth in Easement Deed dated September 21, 1954, filed October 21, 1954, in Book 2018 of Deeds, page 170, as Document No. 2904848 as amended by City of Minneapolis Resolution 95R-275 approved August 31, 1995, filed November 9, 1995, as Document No. 6499661, being all that part of the north 20 feet of the west 40 and the north 12 feet, granted for public alley easement lying east of the west 40 feet of Lot 5, Block 9, Windom's Addition to Minneapolis.



Lowry Hill East Neighborhood Association
2744 Lyndale Avenue South
Minneapolis, MN 55408

July 17th, 2020

Ms. Mei-Ling Smith,

The Board of the Lowry Hill East Neighborhood Association (“LHENA,” “We”) would like to share that the project team of Trilogy Real Estate and ESG Architects have engaged our community during the development of their project at 2841 Hennepin Avenue South. The team presented most recently on June 10th, 2020 and during the very early stages of design on May 13th, 2020. The ongoing development of their design has reflected the input of our community. The Lowry Hill East neighborhood and LHENA greatly appreciate this level of engagement from all entities exploring development in our community. ESG and Trilogy have respectfully espoused our goals for collaboration.

We look forward to ongoing collaboration with this project team on this important project for the City of Minneapolis.

Sincerely,

Rachel Usher
Zoning & Planning Chair
Lowry Hill East Neighborhood Association

Paul Shanafelt
Executive Director
Lowry Hill East Neighborhood Association

A handwritten signature in black ink, appearing to read "P. Shanafelt", written on a light gray background.

CC: Lisa Bender, Council President
Gretchen Camp, ESG Architecture & Design
Bryan Farquhar, Trilogy

From: [Nancy Stockert](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] Fwd: 2841 Hennepin application
Date: Tuesday, October 20, 2020 4:57:09 PM

>

>

> I just received notice of a hearing on applications for permit and variances in regard to the subject property. I live at Kenwood Isles, 1425 W28th Street, very close to the proposed building.

>

> 1). The view from my condo will not be affected by this proposed building. However, if the city has determined that this location should not include buildings over 4 stories, I strongly feel that the city should stick with its plan and not grant permission for a seven story structure.

> 2) six variances are requested. Almost all will reduce green space. This should not be tolerated.

> 3) vacating a portion of an alley is requested: does this mean the alley will be obstructed by the new building? If so, this is not tolerable.

> 4). My understanding is that the city plans revitalization of Hennepin Ave, including the address of the proposed building. I have not seen the plans for this revitalization, but I hope they do not include large buildings shutting off green spaces. Yes, new buildings and businesses, but let's be smart and develop an area to include moderate height buildings, yard areas, and trees. Hennepin can become a mecca only if it has not only businesses but a pleasant atmosphere, including trees and green spaces to reduce cement warming and ugliness, and buildings that are low enough to allow lots of light,

> The proposed project for 2841 Hennepin seems to defeat all of these goals.

>

> I am strongly opposed to this application.

>

> Nancy Stockert

> 1425 W28th St, #505

> Minneapolis, MN 55408

>

> Sent from my iPad

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [maureen.mulloy](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] 2841 Hennepin
Date: Sunday, October 25, 2020 9:34:54 PM

I just wanted to comment on the above proposed building. There are about 9 variances, including a request for a 7 story building instead of a 4 story....almost double the height. Why do we have ordinances if developers do not abide by them? This could set a precedent for future buildings. I say no to all of them.
Maureen Mulloy

Sent from my iPhone

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Sharon Caldwell](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] 2841 Hennepin
Date: Monday, October 26, 2020 9:42:38 AM

Hello,

We are concerned citizens commenting about the proposed building at 2841 Hennepin. Why have city ordinances if you are looking for variances to all 4 set backs plus the maximum floor area ratio? Also why increase the height restriction? How many people are you anticipating will live in this building? Parking is already a huge concern in this neighborhood and at this moment not so safe to be parking on the street. What precedent is being set by ignoring the ordinances that the city has in put place...for a reason. Up until now the taller structures have pretty much remained along the Midtown Greenway and if you allow these taller structures to pop up here or there it will change the landscape and tradition of the neighborhood.

Thank you!

Sharon & Doug Caldwell
1425 W 28th St #518
Minneapolis, MN 55408

Sent from my iPad

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.